

Vol. XL. No. 6445.

號十二月三年四十八百八千一英

HONGKONG, THURSDAY, MARCH 20, 1884.

日三十月二年申甲

AGENTS FOR THE CHINA MAIL.

LONDON :- F. ALGAR, 11 & 12, Clement's STREET & Co., 30, Cornhill. GORDON & Goton, Ladgate Circus, E.O. BATES HENDY & Co., 37, Walbrook, E.C. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE :- GALLIEN & PRINCE, 36, Rue Lafayette, Paris. NEW YORK :- ANDREW WIND, 21, Park GENERAL AGENTS, No. 7, Queen's Road

AUSTRALIA, TASMANIA, AND NEW ZEALAND :- GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally :- BEAN & BLACK, San Fran-SINGAPORE, STRAITS, &c.:—SATLE &

& Co., Manila. CHINA:-Macao, Messrs A. A. DE MELLO. & Co. Swatow, Quelch & Co. Amoy, Wilson, Nicholis & Co. Foochow, Hedde & Co. Shanghai, LANE, CRAWFORD & Co., and KELLY & WAISH. Yokohama, LANE, CRAW-FORD & Co.

Co., Square, Singapore. C. Heinezen

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

Instalment received on) NEW SHARES..... \$7,074,744.75

RESERVE FUND,.....\$2,500,000. Instalment of Premium re-1,563,361.66 ceived on New Shares...

\$4,063,361.66

COURT OF DIRECTORS. Chairman-A. P. McEwen, Esq. Deputy Chairman-F. D. BASSOON, Esq. H. L. DALBYMPLE, A. GULTZOW, Esq. Hon. F. B. Johnson. W. H. Fordes, Esq. A. McIven, Esq. M. E. SASSOON, Esq. M. GROTE, Eaq.

CHIEF MANAGER. Hongkong,.....THOMAS JACKSON, Esq. MANAGER

Shanghai......Ewen Cameron, Esq. LONDON BANKERS. - London and County

HONGKONG.

INTEREST ALLOWED.

N Current Deposit, Account at the rate of 2 per cent. per annum on the daily balance. For Fixed Deposits: For 3 months, 3 per cent. per annum. or 4 per cent. of fr 5 per cent. 11

LOCAL BILLS DISCOUNTED. Credits granted on approved Securities, and every description of Banking and Exchange business transacted. Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

Offices of the Corporation, No. 1, Queen's Road East.

Hongkong, February 28, 1884.

T. JACKSON.

Notices of Firms.

NOTICE.

MTR. FRANCISCO MAMEDE GON-**VL** SALVES and Mr. AUGUSTO JOSE DO ROZARIO have This Day been admitted PARTNERS in our Firm. ROZARIO & Co.

Hongkong, March 1, 1884.

Intimations.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

NOTICE TO PASSENGERS.

THIS Company now grants passages THROUGH TO LONDON via Marseilles, including Continental Railway fares, at the same rate as for the route by sea to London, viz., \$380. The fare to Marseilles is now similar to A. McIVER,

Superintendent.

Hongkong, March 13, 1884. WILLIAM DOLAN, SAIL-MAKER & SHIP-CHANDLER,

22, PRAYA CENTRAL. MOTTON DUCKS, HEMP CANVAS. MANILA ROPE, AMERICAN OAKUM, LIFE BUOYS,

CORK JACKETS, &c., &c., &c.

Hongkong, May 1, 1882. HONGKONG & SHANGHAI BANKING

CORPORATION. THE FOURTH and FINAL CALL of

SHARES, NEW ISSUE of this Corporation, will fall due on the 31st December Cuhrent, in London, Calcutta, Bombay, Shanghai and Hongkong. REGISTERED SHAREHOLDERS entitled to

NEW SHARES, are requested to Pay, at the respective Offices, the above Call or its equivalent in the Currency of the above. mentioned places. PROVISIONAL CERTIFICATES are being isaued in Exchange for the First Call Receipts,

which are to be surrendered to the Bank, HOLDERS OF PROVISIONAL CERTIFICATES. when paying this Call, will please send same to this Office to be endorsed. The Rate of Exchange for Hongkong is fixed at 3/- 81d. or \$53.93 per Share. " " Interest at the Rate of 7 % per Annum

will be Charged on Calls unpaid on the 31st December. By Order of the Court of Directors.

T. JACKSON. Chief Manager. Hongkong, December 13, 1883,

Intimations.

Lane, Lombard Street, E. C. GEORGE LUZON SUGAR REFINING COMPANY (LIMITED.)

NOTICE.

THE Ordinary Annual MEETING of SHAREHOLDERS in the above Company will be held at the Office of the Central, on FRIDAY, the 21st Instant, at 12 o'Clock, Noon, for the purpose of receiving the Report of the General Agents, together with a Statement of Accounts to the 31st December, 1883.

The Transfer BOOKS of the Company will be CLOSED from the 8th to the 21st Instant, both days inclusive.

JARDINE, MATHESON & Co., General Agents.

Hongkong, March 5, 1884. THE CHINESE INSURANCE COM-PANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the Thirteenth Ordinary MEETING of the SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on SATURDAY, the 29th March, 1884, at 12 o'Clock, Noon, for the purpose of receiving the Report of the Directors, together with a Statement of Accounts to 31st December, 1883.

The Transfer BOOKS will be CLOSED from the 22nd to 29th Instant, both days

By Order of the Board, J. BRADLEE SMITH,

Secretary. Hongkong, March 13, 1884.

AT HAIPHONG.

LOUER UN TERRAIN VOISIN DU CONSULAT sur le port avec les droits de quai; longueur 200 yanns, profondeur 100 YARDS, avec deux maisons et dépendancies, citerne, &c.

Plus un terrain sur la rivo-du canal servant de marché, longueur 80 YARDS, profondeur 45 YARDS-ou à vondre. S'addresser à

Mr. THEVENIN. Hongkong, March 12, 1884.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS. CONTRIBUTING SHAREHOLDERS ore requested to send in a STATEMENT of Business Contributed during the Half-Year ended December 31st, 1883, on or before March 31st next, on which date the

Accounts will be Closed. By Order of the Board of Directors, D. GILLIES,

Secretary. Hongkong, February 26, 1884. HONGKONG HOTEL COMPANY, LIMITED.

Chief Manager. W who, for many years, has been Orders executed with the utmost despatch associated with the Management of the OCCIDENTAL and THE BALDWIN HOTELS, San Francisco, has been appointed MANAGER of the above HOTEL, and the Services of Mrs. Atchison, who has occupied the position of MATRON in some of the principal Hotels in the Eastern States, have also been engaged. By Order of the Board of Directors,

LOUIS HAUSCHILD, Secretaru.

Hongkong, February 29, 1884.

NOTICE.

TIHE Undersigned has been instructed by THE "SANITAS" COMPANY. LIMITED, of London, with the exclusive SALE of their MANUFACTURES in HONGKONG, MACAO and CANTON, and begs to inform the Public that the said Company will not accept Indents from the abovenamed places unless received through the Undersigned.

E. F. DE SOUZA. Hongkong, February 28, 1884.

DOBT. SIM & Co.'s PATENT ANTI-The foulding composition as supplied to that charged to Brindisi or Venice, viz., Her Majesty's Ships; The P. & O. S. N. Co.; until further Notice.

The Douglas Steamship Company; The Japanese Government. Sole Agent, China, Japan, and Manila, EDWARD GEÓRGE.

Hongkong, January 31, 1884. PENINSULAR & ORIENTAL STEAM

- NAVIGATION COMPANY. QUARANTINE IN EUROPE.

DASSENGERS and SHIPPERS by the above Company's Steamers are informed that QUARANTINE ENFORCEMENTS have been reduced at Marseilles to 24 256 | hours, and at VENICE to 2 days, performed on board the Steamer at both ports. QUARANTINE will probably be removed from all ports by the time Steamers now leaving CHINA will arrive in the MEDITER-

Passengers by the Company's Steamers £10 Storling per SHARE on the 20,000 have always the option of continuing the journey on to London, on payment of the ifference of fare.

A. McIVER, Superintendent.

Hongkong, January 29, 1884. HONGKONG & SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half- COLONIAL, NEWSPAPER & COMMIS-Year ending 31st December last, at the Rate of Two Pounds Stenling per Shake of \$125, and ONE POUND AND FIVE SHIL-HINGS STERLING POR NEW SHARE of \$93.75 paid up is PAYABLE on and after FRI-DAY, the 20th February current, at the OFFICES of the Corporation, where Shareholders are requested to apply for Warrants. European Goods on London terms. By Order of the Court of Directors,

T. JACKSON,

Chief Manager. Hongkong, February 28, 1884.

For Sale.

SALE. FOR

MERICAN ORGANS—

With from six to eleven stops, at from \$100 to \$160 each, made expressly to withstand the combined heat and moisture of the Hongkong climate.

By BROADWOOD, COLLARD & COLLARD and CHAPPELL, always in Stock for Sale or Hire.

PIANOS AND ORGANS AND HARMONIUMS-

Repaired and tuned by a Competent Tuner from Messis. Broadwood & Sons, London.

NEW MUSIC-

Received monthly from Messrs. Chapper & Co., London.

LANE, CRAWFORD & Co. Hongkong, March 13, 1884.

SAYLE &

GLENCOE.

WHITE AND COLOURED

STRAW HATS.

SPECIALITIES

VICTORIA EXCHANGE, Hongkong, March 18, 1884.

Intimations.

HOP SHING & Co., ENGINEERS, BOILER MAKERS, COPPER SMITHS, BRASS & IRON . FOUNDERS, &c., WEST POINT IRON WORKS.

HAVING This Day commenced Busi-NESS, are ready to undertake Work MR. HENRY ST. CLAIR GREELEY, of the above Descriptions under the Supervision of an Experienced European.

and at moderate terms. 24th September, 1883,

FOR CANTON.

THE WELL-KNOWN GRRMAN STEAMER large Shippers.

For Particulars, apply to THE AGENTS:

Messrs. ARNHOLD, KARBERG & Co., Canton:

Messre. HING LEE & Co., Mongkong: CAPTAIN on Board.

Hongkong, February 27, 1884. HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY,

LIMITED. TR. THOMAS ARNOLD will act as

SECRETARY of the above Company E. R. BELILIOS,

Chairman. Hongkong, February 25, 1884.

HOTEL DE L'UNIVERS, WYNDHAM STREET, HONGKONG. THE Undersigned begs to notify the

Public of Hongkong and the Coast A Ports that he will RE-OPEN THE HOTEL DE L'UNIVERS on the 1st March. The whole of the ROOMS have been

NEWLY FURNISHED throughout, and there are ROOMS suitable for either MARRIED Couples or Single Persons. The TABLE will be supplied with the BEST the market can provide. The WINES and LIQUORS supplied, both at the Bar and Table, will be of the VERY BEST BRANDS.

GENTLEMEN desirous of taking Meals, such as TIFFINS and DINNERS, can have ALL REQUISITE information by applying to GEORGE STAINFIELD,

Proprietor. Hongkong, February 28, 1884.

FREDERIC ALGAR,

SION AGENT, 11, Clement's Lane, Lombard Street,

NOTICE TO SHIPPERS. Colonial Newspapers received at the office separately.
are regularly filed for the inspection of Advertisers and the Public.

For Sale. FOR SALE.

TULES MUMM & Co.'s CHAMPAGNE, Quarts\$20 per 1 doz. Case. Pints......\$21 per 2 doz. GIBB, LIVINGSTON & Co.

Hongkong, December 20, 1883. PUBLICATIONS BY J. DYER BALL,

(ANTONESE MADE EASY"-A O Book of SIMPLE SENTENCES in the 611 CANTONESE COLLOQUIAL with Free and Literal Translations; and Directions for Rendering English Grammatical Forms into Chinese and vice versa.-Price, \$2. Interleaved Copies, \$2.50.

will run between this and Canton as a "We most cordially recommend it."-NIGHT-BOAT, leaving Hongkong and China Review. "Will be found to supply Canton, respectively, every other day at 5.30 a want long felt by students of Cantonese. p.m., beginning on SUNDAY, the 2nd of -Daily Press. "Mr. Ball's Notes on March. Special Conditions are granted to Classifiers and Grammar will be found very

valuable."-China Mail. "EASY SENTENCES IN THE HAKKA DIALECT WITH A VOCABULARY."-

Price, \$1. "The Sentences given appear to be well arranged."-China Mail. "Contains a wide range of subjects."-Chinese Recorder,

de. "An extensive Vocabulary."—Daily FOR SALE at Messrs. Kelly & Walsh's, W. BREWER'S, and LANE, CRAWFORD & Co.'s. Hongkong; and at Messrs.

TRÜBNER & Co.'s, London. Hongkong, January 23, 1884.

FOR SALE OHEAP. LIVE Hundred to Six Hundred Tens COKE and COAL TAR, in lots to suit, from one ton upwards.

CHOY CHEW, 230, Praya West. Hongkong, June 18, 1883.

NOW ON SALE. CHINESE DICTIONARY CANTONESE DIALECT,

DR. E. J. EITEL. CROWN OCTAVO, PP. 1018.

HONGKONG, 1877-1883. Part II. M-T, \$3.00 Part IIL Part IV. T-Y,\$3.00

A Reduction of ten per cent. will allowed to purchasers of Ten or more copies.

This Standard Work on the Chinese Language, constructed on the basis of Kanghi's Imperial Dictionary, contains all Chinese characters in practical use, and while alphabetically arranged according to the sounds of the oldest dialect of China, the Cantonese, it gives also the Mandarin pronunciation of all characters explained in the book, so that its usefulness is by no means confined to the Cantonese Dialect, but the work is a practically complete Thesaurus of the whole Written Language of China, ancient and modern, as used all over the Empire, whilst its introductory chapters THE Colonial Press supplied with News serve the purposes of a philological guide papers, Books, Types, Ink, Presses, to the student. Papers, Correspondents, Letters; and any A Supplement, arranged for being bound

and used by itself, and containing a List of the Radicals, an Index, and a List of Surnames, will be published and sold Ports. LANE, CRAWFORD & Co. Hongkong, January 15, 1883.

Auctions.

PUBLIC AUOTION

JAPANESE PORCELAIN WARE. THE Undersigned has received instructions to Soll by Public Auction, on

FRIDAY, the 21st March, 1884, at 2 p.m., at his Sales Rooms, Peddar's Wharf Buildings,-A VERY FINE SELECTION OF JAPANESE PORCELAINS, ENAMELS,

BRONZES, IVORIES, &c., comprising:--SATSUMA, KAGA, TOKIO, OWARI and IMAHI VASES, TSUBOS, PLATES, BOWLS, INCENSE JARS, FIGURES, &c., TORIO EN-AMELLED VASES and JAES, BRONZES, IVORY

NITSKIES, SILK SCREENS. Catalogues will be issued previous to the TERMS OF SALE. -As customary.

Auctioneer.

To Let.

Hongkong, March 17, 1884.

Apply to

TO LET. NTO. 25B, PRAYA CENTRAL. Nos. 4, 7 and 8, SEYMOUR TERRACE. No. 16, HOLLYWOOD ROAD,

Hongkong, February 25, 1884.

DAVID SASSOON, SONS & Co.

TO LET. THE PREMISES now occupied by us, No. 11, QUEEN'S ROAD CENTRAL. For further Particulars apply to Messrs.

RUSSELL & Co. GEO. R. STEVENS & Co. Hongkong, August 1, 1883.

TO LET.

TARSEE VILLA," ROBINSON ROAD, and No. 56, PEEL STREET. Possession from 1st March. Apply to

DORABJEE NOWROJEE, Victoria Hotel. Hongkong, February 22, 1884. MODOWNS-TO LET

PRAYA EAST AND WANCHAI ROAD. For Particulars, apply to SIEMSSEN & Co.

Hongkong, April 26, 1882. TO LET.

DOOMS at No. 55, QUEEN'S ROAD EAST.

Apply to

MACEWEN, FRICKEL & Co. Hongkong, March 6, 1884. Notices to Consignees.

AMERICAN SHIP RAPHAEL, FROM NEW YORK.

 ∴ ONSIGNEES of Cargo per above Vessel ure requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside. Cargo impeding discharge of the Vessel will be landed and stored at Consignees' risk and expense, and no Fire Insurance

will be affected. DOUGLAS LAPRAIK & Co., Agents.

Hongkong, March 11, 1884. NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM BATAVIA AND SAIGON.

THE S. S. Gouverneur, Generaal & Jacob having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods. Cargo impeding the discharge will be at once landed and stored at Consignees' risk

JARDINE, MATHESON & Co., Hongkong, March 15, 1884.

FROM LONDON, PENANG AND SINGAPORE. THE Steamship Glenely having arrived from the above Ports, Consignces of Cargo are hereby informed that their Goods-with the exception of Opium-are

of the Undersigned, whence and/or from the Wharves or Boats delivery may be ob-Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-DAY, the 18th March. Cargo remaining undelivered after the 25th Instant will be subject to rent.

being landed at their risk into the Godowns

JARDINE, MATHESON & Co. Hongkong, March 18, 1884.

Bills of Lading will be countersigned by

Shipping.

No Fire Insurance has been effected

Steamers.

UNION LINE. FOR YOKOHAMA AND HIOGO The Steamship Claymore,
Captein Gulland, due on
or about 22nd Instant,

For Freight or Passage, apply to RUSSELL & Co. Hongkong, March 17; 1884.

will have immediate despatch for the above

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY. FOR SHANGHAI (DIRECT.) (Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-

Ports on the YANGTSZE.) The Co.'s Steamship Captain WARD, will be despatched as above or FRIDAY, the 21st Instant, at Daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

CHWANG, TIENTSIN, HANKOW and

Hongkong, March 19, 1884.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED. FOR MANILA VIA AMOY. The Co.'s Steamship Diamante.

Captain STACH, will be despatched for the above Ports on FRIDAY, 21st Instant, at 5 p.m. For Freight or Passage, apply to RUSSELL & Co., General Managers,

Hongkong, March 17, 1884. FOR BANGKOK (DIRECT.)

THE SCOTTISH ORIENTAL STEAM.

SHIP COMPANY, LIMITED. The Company's Steamer Captain J. Newron, will be despatched for the above Port on SATURDAY, the 22nd Inst.,

For Freight or Passage, apply to YUEN FAT HONG, Agents. Hongkong, March 18, 1884.

INDO-CHINA STEAM NAVIGATION

at 8 a.m.

COMPANY, LIMITED. FOR SHANGHAI. (Taking Cargo & Passengers at through rates for CHEFOO, TIENTSIN, NEW-CHWANG, HANKOW and Ports on the YANGTSZE.)

The Co.'s Steamship

The Company's Steamer

Captain Invine, will be despatched as above on SATURDAY, the 22nd Instant, at 4 p.m. For Freight or Passage, apply to JARDINE: MATHESON & Co.,

General Managers.

FOR SWATOW AND BANGKOK. THE SCOTTISH ORIENTAL STEAM-SHIP COMPANY, LIMITED.

Hongkong, March 19, 1884.

Phra Chom Klao, above Ports on SUNDAY, the 23rd Inst., For Freight or Passage, apply to

YUEN FAT HONG, Hongkong, March 18, 1884.

OCEAN STEAMSHIP COMPANY,

FOR LONDON VIA SUEZ CANAL. The Co.'s Steamship Patroclus,
Captain Brown, will be despatched on or about the 24th Instant

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Hongkong, March 19, 1884.

THE CHINA & MANILA STEAMSHIP

COMPANY, LIMITED. FOR ILUILO. The Co.'s Steamship Amatista,
Captain Hamin, will be
despatched for the above Port on TUESDAY, 25th Inst., at 5 p.m. For Freight or Passage, apply to

Hongkong, March 13, 1884. AUSTRO-HUNGARIAN .LLOYD'S STEAM NAVIGATION COMPANY.

RUSSELL & Co.,

General Managers.

SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, AND TRIESTE (Taking Cargo at through rates to CAL-CUTTA, PERSIAN GULF PORTS, ODESSA, and the

STEAM FOR

MEDITERRANEAN PORTS.) The Co.'s Steamship Capt. P. CRILLAVICH, will be despatched as above on or about FRIDAY, the 28th Instant. For further Particulars, apply to MELCHERS & Co.,

FOR SYDNEY & MELBOURNE. (Calling at PORT DARWIN & QUEENS. LAND PORTS, and taking through Cargo to NEW ZEALAND, NEW CALE-DONIA, TASMANIA and FIJI.) The Eastern and Australian Steamship Steamer Catterthun, tralian Steamship Co.'s

Hongkong, March 15, 1884.

Captain H. CRAIS, will be despatched above on or about SATURDAY, the 5th For Freight or Passage, apply to GIBB, LIVINGSTON & Co.,

Hongkong, March 18, 1884,

PRICE, \$24 PER ANNUM.

Shipping.

Steamers.

NOTICE. COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS. The Co.'s Steamship Commandant Divien, will be despatched for

SHANGHAI shortly after her arrival from I. MARTIN,

Acting Agent. Hongkong, March 18, 1884.

NOTICE. COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOT POSTE FRANCAIS. The Co.'s Steamship Commandant BLANC, will be despatched for

YOKOHAMA shortly after the arrival of the next French Mail from Europe. I. MARTIN.

> Sailing Vessels. FOR NEW YORK,

Hongkong, March 18, 1884.

EATON, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to

The 3/3 L.1.1. American Bark

Penobscot.

RUSSELL & Co.

Hongkong, March 17, 1884. FOR VICTORIA, BRITISH COLUMBIA. The American Barque Nanaimo

For Freight or Passage, apply to ABNHOLD, KARBERG & Co. Hongkong, March 14, 1884.

NOTICE. COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANÇAIS. STEAM FOR SAIGON, SINGAPORE, BATAVIA COLOMBO, ADEN, SUEZ, ISMAILIA, PORT SAID, SYRIAN PORTS,

Capt. H. STRATTON, will PONDICHERRY, MADRAS, CALCUTTA AND ALL INDIAN PORTS. N TUESDAY, the 25th March, 1884, at Noon, the Company's S. S. IRAOUADDY, Commandant PASQUALINI,

> Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
> Shipping Orders will be granted until
> Noon of 24th March, 1884. Cargo will be received on board until 4

For further particulars, apply at the 500 Company's Office. I. MARTIN.

THE U. S. Mail Steamship CITY OF PEKING will be despatched for San Francisco, via Yokohama and Honolulu, on TUESDAY, the 1st April, at 3 p.m., taking Passengers and Freight, for Japan, the United States, and Europe. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and

England, France, and Germany by all trans-Atlantic lines of Steamers. RETURN PASSAGES .- Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year.

name day; all Parcel Packages should be marked to address in full; value of same Consular Invoices to accompany Overland Cargo should be sent to the Company's

F. E. FOSTER,

Capt. Dopp, shortly expected, will load here for the above Port, and will have quick despatch.

Mails.

NAPLES, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA;

with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

p.m., Specie and Parcels until 3 p.m. on the 24th March, 1884. (Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and value of Packages are re-

Acting Agent. Hongkong, March 13, 1884.

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY. THROUGH TO NEW YORK, VIA

OVERLAND RAILWAYS, AND TOUCHING

AT YOKOHAMA, AND SAN FRANCISCO. connecting Steamers. Through Passage Tickets granted to

will be issued at a Discount of 25 % from Return Fare. These allowances do not apply to through fares from China and Japan to Freight will be received on board until 4 p.m. on the 31st March. Parcel Packages will be received at the office until 5 p.m.

Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the Company, No. 50a, Queen's Road Central.

Hongkong, March 19, 1884.

For Sale.

MacEWEN, FRICKEL & Co. No. 53, Queen's Road East, (OPPOBLIE THE COMMISSARIAT),

RE NOW

ALIFORNIA: RACKER OMPANY'S BISCUITS in 5 th

FROM AMERICA.

tins, and loose. Soda BISCUITS. Assorted BISCUITS.

Small HOMINY. Cracked WHEAT. OATMEAL. CORNMEAL.

TOPOCAN BUTTER. Apple BUTTER. Eastern and Californian CHEESE. CODFISH, Boneless. Prime HAMS and BACON. Eagle Brand Condensed MILK. Family BEEF in 25 th kegs. Beau Ideal SALMON in 5 lb cans. Cutting's Dessert FRUITS in 21 th cans.

Assorted Canned VEGETABLES. Potted SAUSAGE and Sausage Stuffed PEPPERS. Assorted SOUPS. Richardson & Robbin's Celebrated Potted

MEATS. Lunch HAM. Lambs' TONGUES. Clam CHOWDER. Fresh OREGON SALMON. Dried APPLES. TOMATOES. SUCCOTASH. Maple SYRUP. Golden SYRUP. LOBSTERS. OYSTERS. HONEY. Asserted JELLIES.

Green CORN.

SCALES. FAIRBANKS' 400 lb. Capacity. 600 lb.

CORN BROOMS.

OFFICE HIGH CHAIRS. AXES and HATCHETS.

AGATE IRON WARE. WAFFLE TRONS. SMOOTHING IRONS.

PAINTS and OILS. TALLOW and TAR. VARNISHES.

•

DEYOE'S NONPARIEL BRILLIANT KEROSINE OIL.

150° test.

Ex late Arrivals from ENGLAND.

A LARGE ASSORTMENT OF $S:T\cap O\cap R\cap E\setminus S$, including: CHRISTMAS CAKES. PLUM PUDDINGS. MINCEMEAT.

ALMONDS and RAISINS. Crystallized FRUITS. TEYESONEAU'S DESSERT FRUITS. Pudding RAISINS.

Lante CURRANTS. Fine YORK HAMS. PICNIC TONGUES. PATE DE FOIE GRAS. SAVORY PATES.

FRENCH PLUMS. BRAWN. INFANTS' FOOD. CORN FLOUR.

> SPARTAN COOKING STOVES.

HITCHCOCK HOUSE LAMP. PERFECTION STUDENT LAMP.

CLARETS-CHATEAU MARGAUX. CHATEAU LA TOUR, pints & quarts. 1RES. GRAVES. BREAKFAST CLARET, "

SHERRIES & PORT-SACCONE'S MANZANILLA & AMON-SACCONE'S OLD INVALID PORT | Yangtsze Ins.... 8,000 £ (1848). Hunt's FORT.

BRANDY, WHISKY, LIQUEURS, &c.-1 and 3-star Hennessy's BRANDY. BISQUIT DUBOUCHE & Co.'s BRANDY. Finest OLD BOURBON WHISKY. KINAHAN'S LL WHISKY. ROYAL GLENDEE WHISKY. Boord's OLD TOM. E. & J. BURKE'S IRISH WHISKY. Rose's LIME JUICE CORDIAL. NOILLY PRAT & Co.'s VERMOUTH. CRABBIE'S GINGER BRANDY. EASTERN CIDER. CHARTREUSE. MARASCHINO. CURACAO. ANGOSTURA, BOKER'S and ORANGE

BASS'S ALE, bottled by CAMERON and SAUNDERS, pints and quarts. GUINNESS'S STOUT, bottled by E. & J. Burke, pints and quarts. DRAUGHT ALE and PORTER, by the

ALE and PORTER, in hogsheads.

SPECIALLY SPLECTED

Fine New Season's CUMSHAW TEA, in 5 catty Boxes. BREAKFAST CONGOU @ 25 cents p. 1b.

MILNER'S, PATENT FIRE-PROOF SAFES, CASH and PAPER Hongkong, December 1, 1883.

Insurances.

NOTICE. QUEEN FIRE INSURANCE COM-PANY.

LANDING THE Undersigned are prepared to accept Risks on First Class Godowns at 1 per cent, not premium per annum. NORTON & Co., Agents.

Hongkong, May 19, 1881. THE STRAITS INSURANCE COM-

> PANY, LIMITED. THE Undersigned having been appointed Agents for the above Company are prepared to GRANT POLICIES on MARINE

ARNHOLD, KARBERG & Co. Hongkong, November 5, 1883. NORTH BRITISH & MERCANTILE

paid 52 cents.) \$12 per annum (postage THE Undersigned, Agents of the above Company, are authorized to Insure against FIRE at Current Rates. GILMAN & Co.

INSURANCE COMPANY.

Hongkong, January 1, 1882. LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL,-Two MILLIONS STERLING.

TIME Undersigned are propared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions. Proposals for Life Assurances will be re-

ceived, and transmitted to the Directors for their decision. If required, protection will be granted on first relass. Lives up to £1000 on a Single

For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBERG & Co.,

Agents, Houghong & Canton. Hongkong, January 4, 1867. THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First,

171HE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:-Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia. Fire Department.

Policies issued for long or short periods a current rates. Life Department. Policies issued for sums not exceeding

£5,000 at reduced rates. HOLLIDAY, WISE & Co. Hongkong, July 25, 1872.

THE CHINESE MAIL

THIS paper is now issued every day. The subscription is, fixed at Four Dollars per annum delivered in Hongkong, or Ten Dollars Forty Cents including postage to Coast ports. It is the first Chinese Newspaper ever issued under provely native direction. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the guarantors and securities necessary place it on a business and legal footing,

upon the most reliable information from the various Ports in China and Japan, from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese, -consider themselves justified in guaranteeing a large and ever-increasing circulation. The advantages offered to ad vertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of

The field open to a paper of this description-conducted by native efforts, but progressive and anti-obstructive in toneis almost limitless. It on the one hand commands Chinese belief and interest while on the other it deserves every aid that can be given to it by foreigners, Like English journals it contains Editorials,

with Local, Shipping, and Commercial News and Advertisements. Subscription orders for the above may

GEO. MURRAY BAIN. China Mail Office.

Intimations.

NEWS FOR HOME.

The Overland Uhina Mail. (The oldest Querland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely-

printed matter.

Mil Summary is compiled from the Daily China Mail, is published twice a month on the morning of the English Mail's departure, and is a record of each fortnight's current history RISKS to all parts of the World, at current, of events in China and Japan, contributed in original reports and collated

from the journals published at the various ports in those Countries. It contains Shipping news from Shanghai Hongkong, Canton, &c., and a complete | SIR Commercial Summary. Subscription, 50 cents per Copy (postage

paid \$12.50.) Orders should be sent to GEO. MURRAY BAIN, China Mail Office, 2, Wyndham Street, not later than noon of the day the 14 | English Mail Steamer leaves. Terms of Advertising, same as in Daily

> Mr. Andrew Wind, NEWS AGENT, &c.

133, NASSAU STREET, NEW YORK;

is authorized to receive Subscriptions,

Advertisements, &c., for the China Mail Overland China Mail, and China Review, SAILOR'S HOME. NY Cast-off CLOTHING, BOOKS, or

Papers will be thankfully received at the Sailor's Home, West Point. Hongkong, July 25, 1878.

> HOW READY. PRICE, \$1.00.

MPARATIVE CHINESE FAMILY LAW. By E. H. PARKER. Can be obtained from Kelly & Walsh at Shanghai and Hongkong, at LANE, CRAWFORD & Co., Hongkong, and at the

China Mail Office. WASHING BOOKS. (In English and Chinese,) INJASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, \$1 each.

CHINA MAIL Office. To-day's Advertisements.

ANTED - A STEWARD and a COOK on Board Ship. Must be STEADY MEN. References required.

Apply to TEMPERANCE HALL. Hongkong, March 20, 1884.



MITSU DISHI MAIL STEAMSHIF COMPANY.

STEAM TO NAGASAKI AND KOBE, VIA INLAND SEA. The projectors, basing their estimates (Taking Cargo and Passengers for YOKO-HAMA, VLADIVOSTOCK and COREA.)

THE S.S. KUMAMOTO MARU, Capt. DRUMMOND, due here on or about the 24th Instant, will be despatched as above on FRIDAY, the 28th March, at 4 p.m. Cargo received on board and Parcels at the Office up to 1 p.m. of day of sailing.

No Bill of Lading signed under \$2 All Claims must be settled on board before delivery is taken, otherwise they will not be recognized. Cargo and Passengers for Yokohama

will be transhipped to the Shanghai Mail Steamer at Kobe, and for Vladivostock and Corea at Nagasaki and/or Kobe. For further Particulars, apply at the Company's Offices, Praya Central, Ground Floor of Messrs Russell & Co.

Hongkong, March 20, 1884.

H. J. H. TRIPP,

MAR. 20, 1884. SHARE LIST.-QUOTATIONS. A os. of Value. Last Di-Closing Quo-Stocks. vidend, lations, Cash. Account. DANKS. IK, and S'hai ENSURANCES. Nth.-China Ins. 5,000 £ TL1300 p. sh. 500,000|\$ *576,391.00|\$ 18.29||\$550 Union Ins. Sec. 2,000 \$ 1,250 \$ 125 \$ China Traders'i

Insurance			1 "	25		\$ 107,411.65	22% 1	\$14	П
C'ton Ins. Office	10,000	$\mathfrak{S}=25$	ប់ទ	50	•••	\$ 506,127.77	10%	\$100	. #
Chinese Ins. Co.	1,500	\$ 1,00	$0 \mathbf{s} $	200	\$ 100,378	Dabit balance \$3907.18	3%	\$190	11
HK. Fire Ins	8,000	3 25	0.8	50		\$ 285,231.00\			ır
China Fire Ins.	20,000	\$ 10	08	20°	\$516,978	\$ 100,366.49	\$3,60and	\$64	Uţ.
							bonus		- '
STRAM C'PANIES.	ļ	!				. **	proporti-		
HK. C. and M.		i	į			٠.	onato		
Steamboat		S 10	08	75°	\$ 215,000	8 - 53,691.80	6%	\$119	
Indo - China S.	į - ,		-	,	(Dopra-) · •	· ''		
Nav. Co		1	\mathfrak{L}_0	10			•	tő % di	.8.
China & Manila					Fund		•		
S. S. Coy., Lt.	3,500	\$10	0¦	all ·	•••	do.	· •	par.	
MISCELLANEOUS.		!					<u>.</u>		
HK. & Wh'poa				. :					
Dock	10,000	~ 12	8	125	8 18,000	s 4.351.58	4% ∥	12 % p	י נוניונ
HK. and China	10,000		··· •			, , , , , ,		\$177 3	. :
Gas Co		\mathfrak{L} 1	3,0	- 10	£7,758.14.8	£ 1,144.18.9		884 p.	aha
H'kong Hotel	$^{+}2,000$			100				S150	†J
China Sugar Co.			0.\$	100		6,629.70		8104	,H
H'kong Ice Co.			U Ş	100	8 24,250	\$ 543.83	310 % for	\$145	ij
			i			!	1883.		•
H'kong Bakery	600	3 5	0 Ş			3 656.32	\$10 p. sh.		ار مین ال
Luzon Sugar Co.	7,000	ន្ទ 10	0 \$	100	•••	\$ 4,090.65		\$92	11
Perak Tin Min-									•
ing & Smelting	0.000		<u> </u>			T		0016	. '
Company	3,000	(နှေ	이	all	***	First year	****	\$215	H
Selangore Tin			·ŀ				,	· · · · · ·	
Mining Co. of	0 500	0 10	٨	-17		do.		8520	
Shanghai	2,500	S 10	V	all	Pates of	712	141	COAO	ं ग
LOANS.					Rates of Interest.	Payable.		<u> </u>	•
Chi. Imp., 1874	6 976	£ 10	O	ali	8 %	June30Dec31			
1877	16,040	£ 10		all	8 %	Feb.28.Ag. 31			٠.
1 1 1 1 15/7			ń	211	8 %	April & Oct.	.	٠.	

To-day's Advertisements.

THEATRE ROYAL, CITY HALL, HONGKONG.

YNCH FAMILY BELLRINGERS (ORGANIZED 1807).

THIS (THURSDAY) NIGHT, the 20th March, 1884.

GRAND COMMAND NIGHT. GRAND COMMAND NIGHT. GRAND COMMAND NIGHT.

Under the Distinguished Patronage and in the Presence of THEIR EXCELLENCIES: GEORGE FERGUSON BOWEN. G.C.M.G., Governor of Hongkong;

> VICE-ADMIRAL SIR W. M. DOWELL, K.C.B., Commander-in-Chief of H. M. Squadron: MAJOR-GENERAL J. N. SARGENT, C.B., Commanding H. M. Forces in China.

> > SPECIAL PROGRAMME. SPECIAL PROGRAMME. SPECIAL PROGRAMME.

Commencing at 9. Carriages at 11 o'clock. Admission:—\$2 and \$1.

SATURDAY NEXT, AST APPEARANCE IN HONGKONG.

ENTIRE CHANGE OF PROGRAMME. HARRY LYNCH,

Hongkong, March 20, 1884. FOR SHANGHAL

aking Cargo & Passengers at through rates

for CHEFOO, TIENTSIN, NEW-

CHWANG, HANKOW and Ports on. the YANGTSZE.) - The Steamship Capt. QUARTLY, will I despatched as above Noon TO-MORROW, the 21st Instant,

instead of as previously advertised. For Freight or Passage, apply to JARDINE, MATHESON & Co.

Hongkong, March 20, 1884. DOUGLAS STEAMSHIP COMPANY LIMITED.

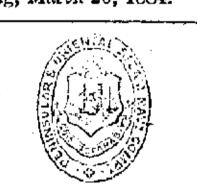
FOR SWATOW, AMOY & FOOCHOW The Co.'s Steamship Kwangtung, Captain Young, will be despatched for the above Ports on SUNDAY, the 23rd Instant, at

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, March 20, 1884.

TO LET. TO UNGALOW, No. 33, THIRD STREET.

The 'REST' FURNISHED, Macao.

HOUSE, No. 2, FURNISHED, Kowloon. Apply to BELILIOS & Co. Hongkong, March 20, 1884.



STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID; MARSEILLES, MALTA, GIBRALTAR, BRINDISI, TRIESTÉ, VENICE,

PLYMOUTH AND LONDON; BOMBAY, MADRAS, CALCUTTA, AND

AUSTRALIA. $N.B.\!-\!C$ argo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF FORTS, MARSEILLES, FRIESTE, HAMBURG, NEW YORK

AND BOSTON. INHE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship CLYDE, Captain E. M. Edmond, with Her Majesty's Mails, will be despatched from this for LONDON, via BOMBAY and SUEZ CANAL, on TUESDAY, the 1st April, at 4 p.m.

10 a.m. on the day of sailing. Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing. Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed vid Bombay without transhipment, arriving one week later than by the ordinary direct route viá Colombo. For further Particulars, regarding

FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGA-TION COMPANY'S Office, Hongkong. The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading. N.B.—This Steamer takes Cargo and Pas-

Velasco, Spanish corvette, 1,156, Emilio Butron, Manila March 17. Volta, French corvette, from a cruise.

F. P. Litchfield, American barque, 1,041, Spalding, Shanghai March 12, Ballast.— RUSSELL & Co. Miramar, British steamer, 891, Duggua, Nagasaki March 15, Coal.—BUTTERFIELD &

Benalder, British steamer, 1,330; James Ross, Nagasaki March 16, Coal, -GIBB, LI-VINOSTON & Co.

Sherard Osborn, British stenmer, 875, A. E. Merrall, Cape St. James March 16, Submarine Cable. E. E. A. & C. TEL. Co.

DEPARTURES. March 19:-Joshua Nicholson, for Slianghai. March 20 :-Ping-on, for Hoihow.

CLEARED. Sarpedon, for Shanghai. Glenely, for Shanghai.

Khiva, for Nagasaki, &c.

Rokien, for Amoy, &c.

PASSENGERS.

ARRIVED. Per Diamente, from Manila, Mr and Mrs A. Germann and child, Messrs Brown, Schouster and Pequer, and 109 Chinese. Per F. P. Litchfield, from Shanghai,

Per Sherard Osborn, from Cape St. James, Mr and Mrs Drummond and child, and Miss Cowen.

Por Khiva, for Yokohama: from Hong kong, Dr Cottell, A.M.D., and Mr F. S James; from London, Mr Fraser; from Calcutta, Rov. and Mrs E. Scott, and Rev. Dr J. Scott: from Singapore, Mr McPhee, -Major and Mrs Patterson and ayab, and Mrs Bentley

Per Ping-on, for Hoihow, &c., Mr Heng Sun Cheong and servant, and 50 Chinese. Per Fokien, for Amoy, &c., 200 Chinese.

TO DEPART. Per Glenely, for Shanghai, 2 Europeans.

SHIPPING REPORTS. The British steamer Diamante reports Had light variable winds and fine until abreast off Pratas Shoal, thence to port thick rainy weather with fresh N.E. wind. Per Spanish corvette Velasco reports: On the 17th inst. at noon, spoke the Ger-

man man-of-war Leipzig. The British steamer Sherard Osborn reports: Light to moderate N.E. winds northward of Cape Padaran with fine weather, smooth sea northward of 19° N. lat., strong N.E. winds and high sea, dull overcast to arrival.

POST OFFICE NOTICES.

MAILS will close:-For SHANGHAL. Per Glenely, at 11.30 a.m., on Friday, the 21st inst., instead of as previously

For AMOY AND MANILA --Per Diamante, at 4.30 p.m., on Friday, the 21st inst.

For BANGKOK .-Per Dambe, at 7.30 a.m., on Saturday, the 22nd inst. For MANILA.—

the 22nd inst., instead of as previously notified. For SHANGHAI .--Per Posang, at 3.30 p.m., on Saturday,

Per Remus, at 3.30 p.m., on Saturday,

the 22nd inst. For SAIGON.— -Per Massalia, at 4.30 p.m., on Saturday, the 22nd inst., instead of as pre-

viously notified. For SWATOW, AMOY & FOOCHOW .-Per Kwangtung, at 5 p.m., on Saturday the 22nd inst.

For SWATOW AND BANGKOK .-Per Phra Chom Klao, at 5 p.m., on Saturday, the 22nd inst. For SINGAPORE, PORT DARWIN, THURSDAY ISLAND, COOK-

TOWN, TOWNSVILLE, BANE, SYDNEY, MELBOURNE, &c., &c., &c.-Per Taiwan, at 3.30 p.m., on Monday, the 24th inst.

For NAGASAKI AND KOBE .--Per Kumamoto Maru, at 3.30 p.m., on Friday, the 28th inst.

MAILS BY THE FRENCH PACKET. -Cargo will be received on board until The French Contract Packet Iraquaddy will be despatched on TUESDAY, the 25th March, with Mails for the United Kingdom, Europe, and places beyond, via Naples; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondichery, Madras, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar.

> The usual hours will be observed in closing the Mails, &c. MAILS BY THE UNITED STATES PACKET .-The United States Mail Packet City of Peling, will be despatched on TUES-Japan, Honolulu, San Francisco, the United States, Canada, Peru, &c.,

MEMOS. FOR TO-MORROW

Shipping. Daylight. - Sarpedon leaves for Shanghai Noon .- Glenely leaves for Shanghai. 5 p.m.—Diamante leaves for Manila.

Noon. -- Meeting of Shareholders of the Luzon Sugar Refining Co., Ltd., at No. 7. Queen's Road Central. Auctions.

Meeting.

2 p.m.—Auction of Japanese Porcelain Ware, at Mr G. R. Lammert's.

General Memoranda. SATURDAY, March 22:-8 a.m.—Danube leaves for Bangkok. 4 p.m.—Posang leaves for Shanghai. Claims against the Yorkshire must be sent in to Messra Russell & Co., on or before this date. Transfer Books of The Chinese Insurance Co., Ltd., closed from this date to the

9 p.m.—Concert at the City Hall. SUNDAY, March 23:-8 a.m.—Phra Chom Klao leaves for Swatow and Bangkok. 9 a.m.—Kwangtung leaves for Ports.

29th Instant, inclusive.

Tuesday, March 25:-Noon. - Fronch Mail leaves for Ports of Call and Europe. 5 p.m.—Amatista leaves for Iloilo. this date subject to rent. WEDNESDAY, March 26 :-

4 p.m.—Meeting of Legislative Council. FRIDAY, March 28:-Nagasaki, &c. SATURDAY, March 29:--Noon.-Meeting of Shareholders of The

Chinese Insurance Company, Limited, at Head Office. ** LUESDAY, April 1:---3 p.m.—P. M. S. Co.'s Steamer leaves for Yokohama and San Francisco. 4 p.m.—English Mail leaves for Ports

of Call and Europe.

THE HONGKONG DISPENSARY Established A.D. 1841.

香港大藥房 A. S. WATSON & Co., FAMILY & DISPENSING CHEMISTS. WHOLESALE AND RETAIL DRUGGISTS

IMPORTERS DRUGGISTS' SUNDRIES, NURSERY REQUI-SITES, TOLLET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES. MANUFACTURERS

Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparilla Water, and other Aerated Waters-The Manufactory is under direct and continuous European Supervision. Hongkong, June 1, 1876.

Passenders arriving in Hongkong, or any other persons who may desire to consult the files of local, China, Japan, American, English, Indian or Australian newspapers, are invited to call at the "CHINA MAIL" Office, where over sixty newspapers, dailies and weeklies, from these countries, are now filed for reference.

The China Ithail.

HONORONG, THURSDAY, MARCH 20, 1884.

PASSED CANAL; -- Gordon Castle Feb. 19 Bellerophon Feb. 26; Gleneagles and Telemachus Mar. 3; Oxfordshire and Empire? Cardiganshire March 7; Yangtsé March The next American Mail, per the P. M.

LOCAL AND GENERAL.

February, left Yokohama on the 16th pected to arrive here on or about Saturday, the 22nd inst. The next FRENCH MAIL, per the M. M. Natal, left Singapore for Hongkong on the 16th instant, at daylight, and may

Sunday, the 23rd inst. The S. S. Naples left Sydney for Hongkong, via usual ports, on the 29th ult, The S. S. Iphigenia, from Hamburg, left Singapore for this port at noon on the 15th instant.

The O. S. S. Co.'s S. S. Stentor left Singa-20th instant. The E. & A. S. S. Catterthun, left Port Darwin on 18th inst. for this port.

injury she sustained, we believe, was the loss of one blade of her propeller. She has gone to Kowloon Dock to be repaired.

THE Bellringers give the second of their three performances here this evening under the patronnge of Their Excellencies the Governor, the Admiral and the General. The performances of the Bellringers are most pleasing and excellent, and residents. should not miss the opportunities of hearing

THE want of a light to mark the entrance to the port of Iloilo has now been supplied by the erection of a lighthouse on the right aide of the mouth of the Hollo river. The light is visible at a distance of nine and a half miles in the ordinary state of the atmos_ phere. The description of this important structure in one of the greatest commercial ports of the Philippines is published in the Gaceta de Manila.

A CHINAMAN who was thought to be so unutterly bad by former authorities that he was banished from the Colony, was this morning consigned to Victoria Gaol for three months for creating a disturbance. Goods per Glenelg undelivered after Seven previous convictions were recorded against him. He has been four times convicted of larceny, once of being a rogue and vagabond, and twice of returning from 4 p.m.-Mitsu Bishi Mail leaves for banishment. He first made the acquain tance of the authorities in 1868, and since that year he has served ten years and three months in gaol.

> DETAILS of the loss of the steamer Panay have reached Manila. When the disaster occurred the Panay was about twenty miles off the east coast of Paragua. Owing to a dense fog no observation to fix the vessel's position could be made, and the current is supposed to have drawn her against a reef situated off the island of Damaran, between lat. 10 and 11 N., and long. 119 and 120 E. of San Fernando. The bow of the yessel struck the reef and remained on it. All lives on board were saved and also the mails, but only with great difficulty. It is said the Panay has not suffered much injury in her hull, and that she may be floated

Ir is impossible to estimate the value of the capture of Baoninh, until fuller details of that affair are to hand, and the intentions of both the French and Chinese Governments are better known. If the Chinese Government is determined to take the defence of Tonquin in hand, and the French are contented to confine their operations to that country, without striking at a more vital part of the Chinese Empire, then the struggle among the mountainous regions north of Sontai and Bacninh will probably be a most prolonged and sanguinary one. China could, if she desired, cover every mountain and fill every ravine in Tonquin with troops armed with modern weapons of precision. These troops would no doubt be most imperfectly disciplined and drilled, but they would be carrying on a mountain warfare The publication of this issue commenced in which the value of discipline is reduced to a minimum, and we are bound to conclude that, if the Chinese Government decides to defend Tonquin with all her energy and all her available forces, the fighting in Tonquin has only practically begun. Will China now throw up the eponge, and, if she does not, will the French Government forbear launching its forces against a more vulnerable part of the

In compiling the little work which he has

just published, General Mesny seems to have had no manuer of doubt that the S. S. Co.'s steamer City of Peking, Chinese Government was actively assisting with San Francisco mails to the 21s the Black Flags. General Mosny is deinstant, at daylight, and may be ex- cidedly a pro-Chinese writer, and surveys things to a very great extent through Chinese spectacles. It would be surprising if he did not exhibit these failings, considering he has spent the greater part of his manhood up to the present time among the be expected to arrive here on or about Chinese. But the General only recently performed a journey along the Tonquin borders from Yunnan, and, as he tells us in his little book, he had among his military pupils two or three Chinese who were, at the commencement of the present The S. S. Berenice left Singapore for this troubles in Tonquin, guests at the headport on the morning of the 15th quarters of the Black Flags, to which place they had been sent on an Imperial mission. pore for this port on the afternoon of | Consequently it may be assumed that the General writes about the relations between the Black Flags and the Chinese Government with exceptionally good knowledge, DAY, the 1st April, with Mails for Information was received in Manila on the so far as Europeans are concerned. Now, 10th instant of the death of the Sultan according to the General, the relations between the Chinese Government and the Black Flags up to within the last few months were as follows. At the very beginning of the troubles, he says, the Elack Flags' leader was given official rank in the Chinese army; and the Annamese Government, who acted under directions from Peking, accorded a subsidy and rations to his forces. The fighting, he says, is in reality being carried on by China. Liu Ying Fu, the leader of the Black Flags, has been granted the brevet rank of majorgeneral in the Chinese army. He and his men are well supplied by the Chinese with addition to this, he receives from the Imperial treasury a subsidy of twenty thousand silver taels monthly. He was invited to a conference with Imperial officials in Yun-

which will be closed as follows :of Socioo. 2.15 P.M. Registry ceases. sengers for Marseilles. 2.30 P.M. Post-Office closes. Messas Butterfield & Swire inform us that A. McIVER, Superintendent. Hongkong, March 20, 1884. the O. S. S. Co.'s str. Stentor left Singapore this afternoon for this port. BITTERS. Not Responsible for Debts. HOURS OF CLOSING THE FRENCH MAIL. Neither the Captain, the Agents, nor The following hours are observed in closing THE E. E. A. & C. Telegraph Company Owners will be Responsible for Mails, Ac., by the French Contract cable-laying steamer Sherard Osborn arrived any Debt contracted by the Officers or Packet:here from Saigon this afternoon. Crew of the following Vessels, during Day before departure (or Salurday if the detheir stay in Hongkong Harbour :parture be on Monday),-THE Spanish men-of-war Marques del Duero 5 P.M.—Money Order Office closes. FROHLICH, German brig, Captain W. N. Post Office closes, except the and Velasco arrived here to-day from Man-Möller.-Wieler & Co. NIGHT Box, which is always ila. which port they left on the 17th in-JOSHUA NICHOLSON, Brit. steamer, Capt. open out of Office hours. G. Harrison.—Adamson, Bell & Co. Day of departure,-RAPHAEL, American ship, Captain J. W. A.M. -Post Office opens. A CRICKET match between an eleven of the modern artillery and good rifles, and, in Sherman.—Douglas Lapraik & Co. A.M.—Registry of Letters ceases. Posting of all printed matter Hongkong Cricket Club, and eleven officers and patterns ceases. of the Garrison, will be played to-morrow. SHIPPING. 11 A.M.—Mails closed, except for Late communeing at 11 a.m. ARRIVALS. 11.10 a.m.—Letters may be posted with Late Fee of 10 cents until Jne16&Dc.10 1881 8,565 Tl. 500 all March 20, 1884:-THE German steamer China, which has non during an early stage of the troubles, Sugar Deben-11.30 A.M.—When the Post Office closes only recently commenced to run between and on arriving there he was received with June & Dec. 2 % prem. Diamante, British steamer, 514, Stack. Manila March 17, General —Russell & Co. 11.40 A.M.—Late Letters may be posted here and Canton as a night boat, has had honours, pardoned as a rabel, and received on board the packet with Late the misfortune to run aground on one the rank in the Chinese army referred to. * For 6 months to 30th June. -- Dividend for 1882 and Bonus of 25 per cent. -- I To 50th April Marques del Duero, Spanish man-of-war, BOXES, at Manufacturer's Prices. | 1883.—¶ For year 1882.—|| For half year ended 31st Dec., 1883.—§ For 1883. 458, 250 h.p., Jose Calderon, Manila March Fee of 10 cents until time of of the barriers in the Canton river. The only At this conference the details of his EDWARD GEORGE, Share Broker.

As to the troops sent by China across the reinforcements have been going to the front as great as if it were all of steel. (from China) for some time, and the fall of Sontai has induced the Commander-in- A NEWSPAPER vendor residing in Old Ford chief in Kuang-si to take further precauon the plain (Bacninh). Troops are being out a large quantity of newspapers to his which they are provided. Chiang La-yang has received orders to proceed to the front.' giving a personal description of this officer, General Mesny adds that his men body-guard of each battalion, which is armed with Winchester repeating rifles. Some details of other arrangements for the defence of Tonquin are then given, and the General concludes by observing: Fleets of junks carrying military stores of papers or books can convey infection. Many various kinds are continually passing to the front, as well as banners, uniforms, tents, mess-traps, specie, ammunition, rockets for the army and torpedoes for the from this house into the adjoining parish

The capture of the battery of Krupp guns at Bacninh is conclusive evidence that the Chinese Government has at least been liberally supplying the Black Flags with accompanied by detachments of troops. The only question in doubt is if China intends | A FRENCH military writer, commenting on to fight France in Tonquin with increased the effective of the standing army, which activity, garrisoning hundreds of miles for this year consists of 518,642 men and of a mountainous region with her troops. If she does the General may not be very these :- "But in the event of a mobilisafar out in his calculation that France would | tion, the twenty chases of the army-id est, require some 60,000 troops to march to Lac- all the able-bodied population from twenty kay and Nanning. Even to hold the posi- to forty years of age-would be called up tions already occupied in the delta, it will also all the horses necessary to complete be necessary for the French to keep a large would be requisitioned. What figure does force in Tonquin, and that France is not all this represent? Five classes of the likely to do without making China pay the piper in some way. Yet to make China pay | territorial, 581,523; six classes of the terthe piper means that she has to be brought | ritorial reserve, 625,164; total, 2,423,164 to terms, and how she is to be brought to terms without an open war between the two who, in time of war, might be employed countries, and a blow struck at some more in the fortresses, ambulances, and the vulnerable part of the Empire, is not quite 1.330,000 men, and raises the French army

THE Whitehall people intend to build a new torpedo-ship. H.M.S. Hecla, the only vessel of the kind at present in the Service, was not originally constructed for the purpose to which she is applied, but was purchased from an Irish firm and converted. The new Hecla will be considerably larger, and will be especially designed to carry Admiralty intend to a 'd a number to the under the colours longer than he can help-Navy. They will resemble the class with | but it is a necessity, and consequently th which the Services of Russia, Brazil, and burden is cheerfully submitted to." other Powers have been provided.

A REMARKABLE paper, by the Rev. Mr Dunster, a country clergyman, appears in the Nineteenth Century on "Our Orchards and Paraffin Oil." in which the writer points out that the true cause of the decay of fruit trees is the unhealthy state of their bark. What is wanted is the application of some same time it leaves the tree with increased power of productiveness. Mr Dunster i holds that this valuable property is possessed by paraffin oil. He discovered it by accident, but he thinks it so important that he felt it his duty to make the matter publicly known.

A Queen's messenger lately returned from St. Petersburg has brought back a specimen of the new pictorial handkerchief new used in the Russian Army. The centre of the square of linen is occupied by a highlycoloured representation of the capture of Plevna, whilst the border is filled with made in 1879. diagrams drawn accurately to scale, and Did you see them subsequent to 1881? showing the various parts of the breech. Yes, they were under my inspection from directions as to their use. The new soldier's were removed from the Yottung in Seppocket handkerchief thus instructs as well | tember last. I saw them at Canton before as arouses military ardour, and it is possible | they were taken out of the Yottung, which that in some battle of the future the was sold and stripped at Canton. I next Russian linesmen may rush to the assault saw them on the quay at Kowloon Docks. each waving flagwise the linen square dealt | The President :- In what way were you out to him by the authorities.

THE credulous and superstitious will see in the following a certain augury for the near approach of another Franco-German war. The watchman in charge of the Midernald monument in Rudesheim was struck by the you make any report or survey of these neculiar buzzing noise that met his ears during the late violent winds. Neither he nor the few winter tourists who visited the spot could account for it. At first it was suggested that the sound might proceed from the wind whistling through Germania's flowing locks, or passing under the crown she holds | reports out in pencil. up on high. If this was the case, the pressure of further stormy weather might develop oscillation in the figure. Such fears proved, however, groundless. The colossal statue is so firmly balanced, her right arm. despite the apparent easy position, so durably manipulated, that not the slightest oscillatory movement is possible. At last the clue was found. The sounds that had puzzled the listeners were traced to have their cause in an almost imperceptible movement of the heavy sword alongside the periodically. figure of War standing to the left of Germania's pedestal.—Figaro.

THE "leather" guns of old, barrels of leather bound with iron hoops, are to find an imitation in cannons of silk and steel. A German inventor proposes to wrap a steel tube with ailk until a diameter is attained corresponding with the ballistic power which is required for the cannon. For any given diameter, silk possesses a tenacity as say you made this survey in the capacity it indicated only 12lbs. From this I congreat as that of the best tempered steel, and has the advantage of a superior elast to know if you received any fee for that broken, as 12lbs. pressure could not possiticity. After the tube has been made, it is service! centred upon a lathe which turns with a great angular velocity. Above and parellel fee for my service. with the tube are arranged a number of spools of silk, which cover the surface in the form of a helix, by means of guides, without leaving any space between the threads. When the desired thickness has been obtained, the silk is coated with gutta percha or hardened caontchouc, in order to I did not know. preserve it from air and dampness. The

compaign against the French were arranged. I silk being a bad conductor of heat, the gun can be fired very often without getting hot, and it is stated that it can be more easily borders, the General says: 'I know that managed, since its weight is only one-third

Road was summoned before Mr Lushington. tions for the safety of his advanced position at the Thames Police Court, for sending raised and drilled to the use of the foreign | customers, after he had been warned not to do so by the inspector of nuisances. The racdical officer of health, at the hearing of the case, stated that, as the daughter of the defendant was suffering from small-pox in a room opening into the shop, and as the room-door was open, and the vender came are all armed with Sniders, excepting the out of the room into the shop, he had no doubt the papers removed were liable to infection from the disease. The defendant in default. This is a very important

was fined £5 and costs, and was locked up decision, as considerable doubt has been expressed as to paper coming within the meaning of the section, and whether or not sanitarians doubt if letters sent by post, or books returned from small-pox patients, can convey infection; but as to the latter, there are cases on record to show that they can. Infection was, however, conveyed of Hackney by the removal of a family residing in an upstairs room, one of whom

was attacked with the disease fifteen days after taking up her new residence. This case shows the necessity for strictly forbidding children going to school from infected houses, as there was not, so far as could be munitions of war, and we balieve the Gene- ascertained, any personal communication ral is right in his assertion that they were between the sick and healthy. - British

113.334 horses, makes such reflections as the cavalry, artillery, and military train active army, 704,714 men; four classes of the reserve, 510,294; five classes of the To this total must be added the men belonging to the auxiliary services, but administration. This category comprises on a war establishment to the respectable figure of 3,753,164 men. If these men have not an equal value, and cannot all be considered as soldiers, yet France could place in the field 1,500,000 men who have served for more than four years, 600,000 men who have served from six to twelve months, and 400,000 men who have been called out for annual training of from thirteen to twenty-eight days. It is well for military reformers and economists to bear these figures in mind. Soldiering is first-class torpedo boats, of which type the | not popular in France-no one remains

'YOTSAL' MARINE COURT OF INQUIRY. of the Hongkong, Canton and Macao Steamboat Company's stramer Yotsai, was resumed at the Harbour Master's office this morn- ficular case. If you will allow me I will Is it possible that the steam guage pipes ing (19th). The Court was composed of explain. This vessel had originally only two might have been choked by excessive prim-Captain H. G. Thomsett, R. N., (Harbour safety valves, which were at that time in | ing?-It is possible. substance to the bark powerful enough to Master) President; Mr H. Williams, Chief accordance with Government regulations Do you think that the closing of the stop cleanse it from all its enemies, while at the Inspector of Machinery, R.N.; and Mr and quite sufficient to relieve the pressure. valve between the starboard boiler and the J. R. Twentyman, Superintending Engi- When the new regulations were issued an superheater would cause the steam to be neer of Messrs Millburn's line of coasting ther two Government valves were intro- wire bound and the steam guage on the

on behalf of the Steamboat Company. John Sherran Brewer, sworn, deposed: fore, and that they were in good order, I the starboard boiler ?-Yes. My opinion is figures, which are official, do not include -I am Government Marine Surveyor of had no cause for alarm and thought there that the explosion was caused by an exces-Hongkong. I was a Surveyor for the was no necessity to adjust the Government sive accumulation of steam in the starboard Board of Trade at home, before I came here | vulves. for nine and a half years. I have been

of the Yotsai's boilers !- Yes. the boilers of the Yotsai !- I saw them first order on the 24th. in Hongkong in April, 1881

connected with their survey ! Witness:-They were to be repaired to my satisfaction.

Did you receive any official notice from the Dock Company to survey them !- No. I received a note from Mr du Costa saying what I was told I thought it was the right | 30 lbs. This was further reduced to 25 they were to be repaired. Who made out the list of repairs? Did

At whose instigation !- Mr da Costa's. Do you have a copy of that report?-No. | did I give it. Mr Wotton :- I have a copy here.

The President to witness :- Do you have the original ? Witness:--No. I generally write these In what capacity did you make this survey?-I reported on the boilers in my | the table?

Mr Wotton :- The report is signed Government Marine Surveyor. Shall I send for the original letter. The President :- Yes, you can. Mr Williams to witness:--Did you look

after the boilers while the Yottung was run- board boiler. Mr Wood was holding the the diameter of the spring, or government, Witness: Yes, I used to inspect them

lever, or working, valves were set at 27 lbs. and the Government valves at 22 lbs., the lever valves being set to allow of the yessel rolling. The mean pressure was about The President:—What period of time

was the certificate given for ! Witness:—Six months at a time. Mr Williams was about to ask a question the main deck. I immediately looked at interval,

President said :- There is one question I think I should put. - To Witness: You of Government Marine Surveyor. I want

Mr Williams: - Why were you not present on the first trial, on the 16th February Witness: - Because I had no intimation a point each way. that a trial was to be made. On that day did you know whether or

not the safety valves were adjusted |-No, Should you not have been informed that

the yessel was to be taken a trial trip, con- ! sidering that you had to see that the safety | there, the working safety valves?-I could valves were properly adjusted?-Yes, but | not see them from where I stood. I had the Dock people, before they call on me, no reason to believe they were not in workgenerally like to get up steam and take a ling order. The engine at this time was trip to see if everything was satisfactory. The question was repeated, and witness

replied :- It is usual to inform me. -Should you or should you not have been informed !-- I should have been informed. Were you present at the trial on the given about the stop valve. 19th?-I was present. Any other professional men there besides It is.

those belonging to the ship 1-Messrs Scott and Pinker were present. Were they representing the Dock Company?-I presume they were. They were in the engine room supervising things. I

did not ask them if they were present for on the starboard boiler was giving some superheater and so to the engines. trouble and I could not adjust it. The Then it is your opinion that the boilers the weight of an ordinary Chinese letter, one I know of. compression nut was screwed down against exploded from excessive pressure i-Yes.

safety valves before !- I did. I gave ins-Government safety valves.

was not informed other than if they took | veyor. a trial they would let me know.

and 22nd to ascertain whether or not the Marine Surveyorsafety valves had been refitted?-No. I Informed of the trial on the 22nd instant. you know that the steamer was to take a trip to Macao on Sunday?-That was ar- boilers that are repaired for ships. Gillies, and told him I had suggested that ships.

alteration should be made.

directly after you got on board !-No. tion \-In a semi-official position. The President :- I don't understand that.

Witness:—We were all going over to

valves when a vessel is under weigh.

valves in any way?—I did not think it priming was due to new tubes being fitted | red the use of existing ones. would be necessary, especially in this par- into old boilers. duced, also sufficient in themselves to superheater to vibrate?—Yes.

It is in evidence that the valves were broken. shored down. You cannot be sure that ! Mr Williams: -- Can you tell us the age | they were in good order !- I know they | down the safety valves or increase the load were in good order when I left them on the | in any way !-- Certainly not. The President :- When did you first see 19th February, and I believed they were in

When were they made !- They were sel left Kowloon, did they not !- Yes, boilers, before I came, at more than 60 lbs which boiler it was, as the waste steam pipe | test the boilers until I had fixed the limit. was common to both. I imagined it was The material had not deteriorated except a loading rifle used in the Russiau army, with that time on board the Yottung. They the starboard boiler, as that we the one small area at the back of the combustion which gave most trouble.

It is in evidence that you told two persons | laid down in the Board of Trade rules, that in the saloon that you had just superintend. is double the working pressure, was exed the shoring down of the starboard Go- ceeded in the first test. 60 lbs. was the vernment valve. What do you say to that ! right pressure. Five is the factor Mr Fraser-Smith:—I said safety valve, safety allowed by Government. I calnot Government safety valve.

Witness:—I saw the Government safety | have been able to resist a working valve of the starboard boiler shored down. Was that done by your direction?—No. of safety on account of the age of the

thing to do. -I did not superintend it.

my reasons for that. The Court :-- Yes.

Witness: -- When I left the table to follow Mr Pinker into the engine room The President:—What made you leave

Witness:—The noise of a rush of steam

the engine room skylight and saw Mr Pin- of the lever, or working, valves was wood—a lever. It was a handspike. I 14.18 inches. Mr Pinker to give him a hammer and some 19th to the 24th February? this time I had gone down and was stand- it was left off on the 24th for me to adjust.

the pressure guage. Mr Williams :- The superheater guage? | quite open to any one to tamper with it Witness :- Yes. I looked at it and saw | during that time, as it was not looked. cluded that the safety valve spring was bly have lifted the valve under ordinary Witness:-No. I never received any circumstances.

Mr Twentyman :- There was a vibration on the point of the steam guage? Witness: There was a vibration of half

Mr Williams :- The Government valve was fixed in its seat then by wedges i-Yes. the one on the starboard boiler was shored down from under the deck.

Did you natice, while you were standing

making 20 revolutions a minute. Do you know whether any directions were given to partially or wholly close the starboard stop valve to check priming?

That is very commonly done, is it not ?sion?—I am pretty sure it was. That is your opinion?—It is my opinion,

formed since the explosion? Witness :- Yes. It could not have been in stamp. formed before the explosion. I don't know vernment valves, and one Government valve | that all the steam generated in the boiler | ment charges for forwarding a letter. on the port boiler. The Government valve could not pass through the valve into the

was not over at the Docks, and I was not not the answer to his question; and the question being repeated and the same answer How long before the trip of the 24th did | received, the first reply was written down, The President:—Do you supervise all

valve, and he agreed with me that the Company ask you to send in this report? handed to the Captain, was because I told as it is. We have about one hundred and Did you go on board in your official posi- Mr Scott before the ship went out that one lifty thousand Chinese residents in this of the valves was not working satisfactorily; Colony, perhapseven two hundred thousand, it was rather stiff.

was the chief engineer in a fit state through the Post if it was found capable of But did you go on board in your official to be in charge? was he sober?—So delivering the letters. It is useless telling capacity to adjust the safety valves 1-Yes. far as I could see he was sober. I had all the Chinese to learn English, so as to your own business. I want to get out. That was all. I could have come back as some conversation with the chief engineer address their letters in that language. It You are my servant. oon as I had done that, while the ship was about the suitableness of the boilers for the is by far easier for the Government to ship. (A letter, written by Mr Wood to Mr employ a few well-paid Chinese post- Great was my surprise, on arriving at Paris, Mr Williams :- Did you not think, con- Brewer on the 12th August, was here put masters, in each of our colonies, than to to see my fine fellow up on the platform. sidering the difficulty there was on the in and read. The writer said he thought expect all the Chinese to address their previous occasions, that the valves should after measuring the Yottung's boilers that letters in English. have been adjusted before the vessel got the steam accommodation of the boilers | This might be one of the subjects for conunder weigh ?-No. I prefer adjusting the was not sufficient for the Yotsai, and sug- sideration during the present session of the gested two means of increasing the power.), Colonial Legislature. It is well worth all Did you not consider it necessary under the Do you know if the boilers were ther- the attention the Government can give it. a sturdy little fellow about twelve years THE EXPLOSION ON BOARD THE | peculiar circumstances of there having oughly cleaned, and also what caused the Chinese merchants are practical people, who old wanted to get into a train that was been a difficulty of getting steam on the excessive priming?-The boilers were are quick at availing themselves of advant- already in motion. Two porters pulled at

Mr Wotton was present to watch the case | relieve the pressure. Knowing I had | And from that you would conclude that adjusted the two working safety valves be there was an undue or excessive pressure in

> boiler. The springs might not have been Do you think it right to shore or wedge | carried over their lines. Steam has robbed

Did you examine the internal parts of the The boilers primed shortly after the ves- occasion Mr Scott told me he had tested the Which boiler was it !—I could not say pressure, and I told him in future never to chamber. I don't know why the pressure culated that the boilers when new would pressure of 38 lbs. I took a greater factor | rare, when one thinks of those networks of But you did not object to it !- No. From | boilers, and fixed the working pressure at | head swim to look at them. lbs. on account of the engines being of low You said you had just superintended it : pressure. Anyone is liable to prosecution your reputation in the least, never remain for tampering with Government safety But you were a consenting party?-I valves in any way, and, unless it is proved was neither asked to give my consent, nor | that they were interfered with in order to save the ship or in a case of accident, he is You approved of it !-Yes. Can I give | liable to a penalty. Before I left the ship at Macao I should have satisfied myself that the safety valves w re property ad justed in accordance with the Board of Trade requirements, and locked them up

But I was requested not to go below, and then the explosion occurred. Was the area of the safety valves in exout of the waste steam pipe. Mr Pinker | cess of the Board of Trade regulations !left the table first and I followed him in a The area of every one of the valves was smiled too. Nothing more. But he paid few minutes afterwards. I looked down in excess of that required. The diameter for it. ker and Mr Wood on the top of the star- inches, giving an area of 19.6 inches; and spindle of the valve down with a piece of | valves was 41 inches, giving an area of

asked him what was the matter. He said: Mr Williams:—One of the divers told us How much steam did they carry?—The The spring's broken.' I said: 'Let it go | yesterday that one dome of the safety | give you in charge at the station for having | thousand letters a day. This development and let me sec.' He let go the valve and chests on the port boiler was on, and the itsulted me." the spindle jumped up about an inch; and other dome was off. Lask you whether or not I heard a roar of steam come out of the that dome was off the spring valve for the waste steam pipe. Mr Wood then called to purpose of adjusting the valves, from the wedges, as all the steam would be out: By Witness:—It was off on the 19th; and

ing just outside the engine room door on I don't know that it was replaced in the Mr Williams :- My idea is that it was

> This concluded the examination of Mr. The President to Mr R. Fraser Smith !-As you represent a certain interest in this of the situation. Hondur was safe : that at Westminster. It is preceded by solmatter, I want to know if there is any fur. | was the main thing, ther evidence you know of than that we

Mr Fraser-Smith :-- I can think of no-

The President :- Then we will adjourn the Court. The finding will not likely be given until Monday morning.

CORRESPONDENCE.

NATIVE POSTAL FACILITIES. To the Editor of the * CHINA MAIL. Hongkong, March 20.

You were present on the 19th, did you of my own knowledge that the stop valve warded letters from Hongkong to Canton unexpectedly. I succeeded one day in petite. adjust the safety valves?-I adjusted the was closed, either partially or wholly. The for thirty cash; that is equal to three conts closing the mouth of one of these bores by working valves, which were originally Go- effect of closing the stop valve would be or lifty per cent, more than the Govern- saying, in broken English; "Me not a good reason for this. And that is, first, you the plan; it is the only safe and legal

perhaps, generally exceeds the regulation | Over here, you are not locked up in a its head so that no more compression could When the final hydraulic test was made weight, half an ounce, and thus requires waiting-room until your train comes in, over saw," said a Kentuckian of Henry at Kowloon did you notice any deflection a double fee, that is four cents. Now this You roam where you like about the station, Clay. "When you went to see him, he Why was this? Was there anything wrong of the plates !- I did not. I have may appear to be a matter of slight or no and your friends may see you off and give handed you the whiskey bottle, and then with it ?-No. It appears that on the pre- seen the piece of iron plate recovered importance, but the Chinese are apt to you a hand shake as the train leaves the turned his back." vious day, when the compression nut was from the wreck, and consider it to think that if foreigners can send a letter platform. screwed down, the valve lifted under the be of a fair or ordinary quality. I for two cents they ought to be entitled to The functionary is scarcely known. There weight of pressure in the boiler, 25 lbs., so surveyed the boilers of the Yothing before the same privilege, instead of which, they are more of them at the station of Fouilty that they concluded the spring was weak. . | they were repaired for the Yotsai and re- are forced to pay double charges. | les Epinards than in the most important Did you attend the trial on the 22nd Fe- ported on the repairs which were necessary The next thing is that it is possible that the station in London. You see placards everyto fit them for service. I superintended consular officials at Canton have not made where; "Boware of pickpockets;" "As-Did you give any instructions about the the repairs, and was present at both tests. any arrangement for delivering Chinese certain that your change is right before In all this work of surveying and super- letters, although such letters may have paid leaving the booking-desk;" "Have your tructions to Mr Scott to take off one of the vising were you acting simply as the Gov- the proper amount of postage, and as such luggage labelled, and see that it is placed ernment Marine Surveyor, or as the engineer | ought to be delivered to the address. | in the train." The Englishman does not Were you informed beforehand that the and adviser of the owners of the vessel?- Surely our postal authorities ought to be like being taken in hand like a baby. He trial of the 22nd was to take place !- No, I simply acted as Government Marine Sur- equal to the task of accommodating the Chi- keeps his eyes about him, minds himself The President :- Then your answer is matters. The Chinese, who so vastly out He makes no more of going to Australia Did you take any steps between the 19th that it would be your duty as Government number the Europeans or Foreigners, ought than we of going to Passy; no fuss, no Mr Williams, interrupting, said that was of a British colonial system of Govern- on setting out for the change of air (doctors privileges that might be easily extended to by way of China or San Francisco?" them, at little expense to ourselves. ranged on the 19th, just as Mr Costa and I . Witness:-Yes, provided that they are The postal department could easily increase his berth, like a king in his castle. left the boat. On the 20th I saw Mr intended or likely to be used in passenger its staff, and take the necessary steps to In France, the Administration takes us cause the native letters to be delivered to under its wing. The Englishman does not an alteration should be made in the slide Mr Twentyman :- Did, the Steamboat their various addresses, within the limits of like that kind of thing. He prefers to be the Treaty Ports, in China, the length and let alone; he feels big enough to take care Witness :- Yes. I have no letter apply- breadth of our numerous Colonies and other of himself. You did not make any enquiries between ing for the survey. It was a verbal appearts of the world, where Chinese usually I travelled once from Boulogue to Paris the 19th and the 24th to see whether or plication. It was known then that the congregate. This is a most important matter with a Briton, who snoved away in his (Teden at Mesers Falconer & Co.'s Pranises, not your instruction's regarding the altera- hoilers were to be put into the Yotsai, from another point of view, and that is that corner as happy as a king. Presently up tion on the valve had been made ?-No. I and the Company wanted to know what the increase of revenue that the Colonial Go- came a most polite porter, who, waking did not instruct Mr Scott to make the boilers required to make them last vernment is likely to derive from such a step, him, inquired whither he was bound; alteration on the day of the trial, the 19th. three or four years. I did not think is likely to balance any extra expense I told him the day after, I think: 'mind 60 lbs. was an excessive pressure at made, by additions incresse of the postal Mr Scott you have those Government which to test the boilers. They were staff. It would actually pay the Colonial be obliged to me for waking you." valves overhauled.' I don't remember what tested at 60 lbs., although I should have Government to have a special Chinese Postday I told him. I told him in the office at been satisfied with a 50 lbs. pressure. master and regular staff of assistants, entire-The reason why the safety valves were not ly devoted to Chinese postal matters, thus Did you adjust the valves on the 24th, locked up on the second trial, and the keys avoiding any clash with the present system

but there are over a million Chinese living A few minutes before the accident abroad whose letters would assuredly pass

former trials and the probability of there thoroughly cleaned between the second trial ages open to them, or at adopting expedi- him from behind to prevent him accom-The marine court of inquiry into the loss being the same trouble again, to adjust the and last one; and I think the excessive ents to answer their purpose, when debar-

Yours truly

JOHN BULL AND HIS ISLAND.

London has five hundred and sixty-eight railway stations, and through Clapham Junction alone there pass thirteen hundred and seventy-four trains a day. These goods trains. The Metropolitan Company announced to its shareholders that between January 1st and December 31st, 1881, a hundred and ten millions of people had been travel of its poetry; but if we no longer live in days of heroic adventure, we may console ourselves with the thought that we boilers at the first test ?-Yes. On that live in days of ease and comfort. Go and ask an official at Clapham Junction to register your luggage, and you will laughed at to your face. put on your boxes your name destination, get them labelled, and have them put into the luggage van. At your journey's end you point out your trunks to a porter, and that is all. No confusion and I never met with any one who had lost the least luggage. In France, it would seem as if bureaucracy had been invented to give employment to the company's large number of servants.

Railway accidents are rare, marvellousl railroads that are enough to make one's

Railway journeys are not always unattended by dangers, though. If you value alone in a compartment with a woman. Even were she the owner of the loveliest pair of eyes, flee for your life to the next carriage. There are certain ladies in existence who levy black mail on a vast and somewhat fantastic scale.

A French diplomatist of my acquaintance was one day travelling alone with a woman who appeared to him to be a lady in every respect. At the end of about half an hour. their eves chanced to meet. The lady immediately smiled. Such an irresistible smile! What bewitching eyes! My friend

do you know?" said the charming lady. "No; madam; we shall be there in five

My friend paid : he was a wise man Such cases are very frequent.

I know a gentleman who detests the smel of tobacco, but who invariably travels with the smokers rather than run the risk of finding himself alone with a woman, smoking compartment. Up comes a lady to the door: "Smoking

"Oh I don't mind." "That may be. I do though!" And, at the handle of the door, and remained master

in search of game.

profession wherever she goes, distance is no Lord Mayor draws up the procession.

she rather likes them. The deeper dyed the afternoon. DEAR SIR, -I am sorry to see in a Colony | merit in leading you back to the right path. banquet stands conspicuous anong others like Hongkong that no steps have been As a rule, she waits to open fire until the on account of the presence of the Ministers

Witness :- I never heard any directions use of the colonial Post Office for the tran- you. No use trying to escape. You have that the Chief of Her Majesty's Governsit of their letters to the various Treaty only one alternative : either you must grin ment is expected to deliver on the occasion. Ports and foreign countries, to which so and bear it until you reach the next station, The English are fond of their ancient. many Chinese emigrants now resort. There or else pitch her out of the window. You customs, and the Lord Mayor's Show. Do you think it was done on this occa- are scores of native post offices in this Colony regret your want of courage to adopt the which would be quite a success at our Hipwhich collect Chinese letters for all parts, latter plan, which of course would send podrome, is not likely to die out just yet. and undertake to deliver them for a fee, her straight to paradise to receive her re-The President :- Has your opinion been which, in the case of Canton at least, is ward. One of her favourite and comforthigher than the regular postal charge for ling remarks (especially in a railway carriage)

is: "Ah! sir, should we not always be have, and which everyone wishes to get I have tried the native couriers and for prepared to meet death-accidents come so | rid of directly he obtains it? A good ap-Anglish." "Oh!" sighed she, "what a It strikes me very fercibly that there is pity!" and she left me alone. I recommend

nese residents of this Colony in postal and his belongings, and you do the same. to be able to enjoy all the privileges confusion. The question he asks himself ment. They pay taxes, and as such are here will order you a voyage to Australia entitled to our consideration in such just as ours will tell you to try Saintmatters as postal privileges and other Germain or Vichy) is: 'Shall I come home His ticket taken, he instals himself in

"Why do you wake me?" "But, sir, I thought you would perhaps "Leave me alone; I want to sleep: I have a right to: I have paid for my ticket."

"Of coarse you have, sir, but---' "Leave me alene, I tell you." At Creil the train drew up; my travelling companion wanted to alight. Take your sent, sir; the train does not

"Yes, it does, I see; I want to get out." "But, sr, you will be left behind." "That's nothing to do with you; mind Down he got, and did not reappear either.

" Hailoa!" I exclaimed; "how did you "Oh! I jumped into the luggage van,"

Another time, at the Charing Crossstation, plishing his design. He does not hesitate long: he deals each of them a fine blow with the elbow, springs upon the step, jumps into the carriage, and shouts at them from the window; "I say, I didn't knock you down, you know, because there wasn't

time, but don't try me again." The trains are swift and the carriages Foechow . excellent. This is the result of competition. | Shanghai. 30.0347.589 | SE You can go from London to Manchester by | Nagasaki | 30.10 | --- | --- | five different lines. Each company tries to obtain your patronage by offering you more advantages than the others. Plain wooden seats have disappeared from all third-class carriages, which are now better than second class ones in France, and one can travel has risen at all stations.

third by express trains. You go to a refreshment-room, help yourself, state what you have taken, and pay. Just the same is done in the City restaurants at lunch-time. Gentlemen generally eat standing up: they are served on the instant: there is no time to lose: no serviettes—you wipe your mouth with your handkerchief. Lunch is despatched in ten minutes. You might almost hear a pin drop while this roomful of merchants, clerks, etc., are taking their mid-day repast, On entering an office, the first thing you see written up is: "You are requested to Dition of wind speak of business only." It is the reign

You should see the City between nine and ten in the morning, when the railways and vehicles of all kinds are disgorging their swarms of busy bees. At four o'clock a calm begins to set in, and on Saturdays the City is deserted from two o'clock in the after-

The docks, too, are well worth a visit, with their forests of masts. These are sights you will never forget. Take a walk in the City, and look up the air: the telegraph wires are enough to make you believe that some gigantic spider

For a penny you can send six sheets of

letter paper by post to any part of the United

has spun a web over your head.

Kingdom. There is an hourly delivery of letters in the City. I borrow the following lines from the excellent Annuaire-Hamonet, Guide général des Français à Londres :-"In the E.C. district alone, there are de- | cate any increase over the average of their livered every morning a million of letters; signification. and that which shows to what a degree the commercial life of the United Kingdom is concentrated in the metropolis is the fact "Are we far from Cannon Street Station, the postal district of London forms more that the number of letters delivered within than a fourth part of all the letters deliver- the following countries :ed in Great Britain. Scotland does not Ceylon. "Very well, sir; if you do not hand me Ireland not one third. To give an ex- Japan.* receivebalf as many letters as London, and over twenty pounds this instant, I shall ample; one City house receives three New South Wales. United Kingdom. of letter writing is all the more remarkable | Queensland. from the fact of the post having a serious

I cannot leave the City without saying a

word on the subject of the Lord Mayor. The first magistrate of London is elected One day he had just taken his seat in a annually by the Corporation. He is installed on the 9th of November. This caremony forms the occasion for a carriage, madam !" cries he, scenting a lady | civio fête, as M. Prud'homme would call it, that reminds one of carnival time, and in which the Lord Mayor plays the part of the fatted on. The procession the rist of passing for a bear, he held the to Bets out from Guildhall at noon to go and present the Lord Mayor elect to the judges diers, and about a dozen bands of music. - These charmers are not the only travel. All the City Companies are represented ling companions to be shunned. One of the and headed by their respective banners. most to be dreaded is the old maid who Horsesaudhorsemen disguised as knights and takes up her position in front of you, and musketeers, are borrowed of a circus proprieasks you point blank if you are prepared tor, and I have even seen camels and to meet your Maker. Her name is elephants (also lent by the circus proprie-Christian-Worker, and she exercises her tor) taking part in the performance. The

competitor in the telegraph."

object to her. Keep a sharp look-out: this Cinderella never dreamed of a coach as one is not to be easily shaken off. She is gorgeous as the one that carries the Mayor of a persevering temperament, and difficul- elect to Westminster. The procession ties do not daunt her. On the contrary, parades the City thus until about four in

your sins, the greater she thinks is her At six the banquet takes place. This taken to encourage the Chinese to make train is going at full speed. Then she has of the Crown, and of the political speech

WHAT is that which everyone wishes to

Gine graduates, wear gowns precisely like those worn by university men, and made by the same tailor. The only way to tell which from t'other is to wait for a

"He was the most perfect gentleman I

Quotations

	Hongkong, March 20.	
PIUM-	New Patna, cash,\$622/1	
) 2	Oid cash —	
23	New Bennres, cash, 6371	
,,	Old ,, cash, 6221	
.);	Old ,, cash, 6225 New Malwa, credit, 545	ļ
	Allowance, Taels 00	
"	Old Malwa, credit 570	
	Old Malwa, credit, 570 Allowance, Taels 00	

Exchange.

1	machange.
	Bank, Wire, 3/71
	Domand 3/71
, ;	,, 30 days' sight, 3/7# ,, 4 months' sight, 3/8
-	,, 4 months sight, 3/8
	Cardita
_	Documentary 4 months' sight, 3/8
	India, Wire, 2201
	,, demand, 221
١.	Shanghai, demand 721
	,, 30 days' sight, private 73
۲	Gold Leaf 90 fine \$27.50
ŧ	Sovereigns, 85.41

Temperature.

Queen's Road. Honokong, March 20.

THE PERSON AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON ADDRE	40.
BAROMSTER- 0 A.M	30.15
Do, 1 P.M	
Do. 4 P.M.	30.049
THERMOMETER-9 A.M	63
Do. 1 P.M	69
Do. 4 P.M	67
Do. (Wet bulb) O A.M.	60
Do. Do. 1 P. M.	63
Do. Do. 4 P. M.	63
Do. Maximum	67
Do. Minimum over night	60

CHINA COAST METEUROLOGICAL REGISTER.

AT 4 P.M. -- 19TH MARCH. ...20.89 87.2 62 SSE Hougkong 30.01 58.7.91 ESE Amoy.....30.0458.082 NE 2 r Foochaw . 30.17.53.067 ENE 1 0 Shanghai . 30. 12 48. 0 74 Nagasaki . |30.05| — | NNW |4 | _ | WI'ostock 20.9829.3 SE 4 0

Hongkong Observatory, March 20, 1884. AT 10 A.M. - 20 TH MARCH.Manila ... 30.0381,982 N 11 o ; Hongkong 30, 11 63, 5 82! Amoy..... 30.04 56.0 87; NW 1 0 0.21

Wlostock 29.93 30.4 ESE 4 0 -The Barometer is steady in the South and has fallen in the North. Gradients indicate gentle Winds. The Temperature

W. DOBERCK. Government Astronomer.

Hongkong Observatory, March 20, 1884. METEOROLOGICAL REGISTER Previous | On date | On date at 4 p.m. 10 a.m. 4 p.m. Barometer 30.01Temperaturo. 63.5 Humidity

W. DOBERCE,

Weather.....

ind tenths. Fahrenheit.

Government Astronomer. Hongkong Observatory, March 20. 1. BAROMETER, reduced to 32 degrees Fahren. icit, and to the level of the sea in inches, tenths and bundredths. 2. TEMPERATURE, in the shade in degrees,

3. Buntpity, in percentage of saturation, the namidity of air saturated with moisture being 4. Direction or Wind, to two points, 5. Force or Wind, according to Beaufort

6. STATE OF WEATHER. b blue sky, c detached clouds, d drizzling rain, f fog, g gloomy, h hail, I lightning, o overcast, p passing showers, q squally, r rain, s anow, & thunder, v visibility. w dew (wet) .- The letters are repeated to indi. 7. Rain, in inches, tenths and hundredths.

Money Orders.

1.—Money Orders are exchanged with South Australia. Straits Settlements. Tasmania. victoria. Western Australia. 2.—The Hongkong Post Office also issues orders on Shanghai, and vice versa. 3. The commission is as follows—(ac-

cording to the currency the order is drawn Up to £ 2, or \$10, or R 20,.....0.20 cents. £ 5, or \$25, or R 50,....0.40 £ 7, or \$35, or R 70,....0.60

£10, or \$50, or £100,.....0.80 — R150,... 81.00. 4.-No Order must exceed £10 or \$50 (unless drawn on India, when R150 is the

limit), nor will more than two such orders be issued to the same person, in favour of the same payee, by the same mail. 5 .- Sums not exceeding \$50 may be remitted between the Ports of China by means of Postage Stamps, subject to a charge of one per cent, for cashing them, or Money Orders can be granted on Ports where there are agencies of the Hongkong

* No orders on Japan are issued at the British

Post Office.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY, TENTH YEAR.

THIS Review, which was intended to meet the wants of many students of Chinese caused by the discontinuance of "Notes and Queries on China and Japan," has reached its Twolfth Volume. The Review discusses those topics which are uppermost in the minds of students of the "Far East" about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original Papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the Review now . gives papers on Trade, Commerce, and writers. It was thought that by extending paper, it will not be charged less than 5 the scope of the Review in this direction, the Magazino would be made more generally

. The Review department receives special attention, and endeavours are made to present a careful and concise record of Literature on China etc., and to critiques embodying sketches of the Most recent works on such topics." Authors and Publishers are requested to forward works to "Editor, China Review, care of China

Mail Office.' The Notes and Queries are still continued and form an important means of oblaining from and diffusing among students knowledge on obscuré points.

farther and greater facilities for the inter- N. America, Mexico, Salvador, Brazil, change of views and discussion of various Peru, Chili. Venezuela, The Argentine

The papers are contributed by the guese and Spanish Colonies. members of the various Consular, the Imperial Customs, and Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is assiduously cultivated. Amongst the regular contributors are Drs. Chalmers, Eitel, Bretschneider, Hirth, and Hance, Professor Legge, and Messra Balfour, Watters, Stent, Phillips, MacIntyre, Groot, Jamieson, Faber, Kopsch, Parker, Playfair, Newspapers, Giles, and Piton, -all well-known names, indicative of sound scholarship and thorough

mastery of their subject. The Subscription is fixed at \$6.50 per annum, postage included -- payable in ad- spendence within the Postal Union. Orders for binding volumes will be

promptly attended to? Address, "Manager, Uhma Mail Office.' Orinions of the Press. "All our learned societies should such

scribe to this scholarly and enterprising Remen."-Northern (Seristian Advante (U.S.) "The Publicationalways contains subjects; of interest to sojourners in the Far East and the present issue will hold favourable if not advantageous comparison, with preceding numbers."—Celestial Empire.

"This number contains several articles of interest and value." - North-China Herolds "The China Review for September-October fully maintains the high standard of excellence which characterises that publiration, and altogether forms a very interesting and readable number. Meteorologists will find an interesting and valuable contribution by Dr. Fritsche, on "the Amount of Precipitation (Rain and Snow) of Peking," showing the results of observations made at the Imperial Russian Observatory at Peking, from 1811 to 1880: " Notes on the Dutch Occupation of Formosa," by Mr. Geo. Phillips, contains some interesting information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative review of " The Divina Classic of Nan-Hua," and the Notes and Queries are as usualvery interesting."-North-China Daily News.

"A substantial and reliable Rocies which all students of China and the Chinese would do well to patronise." -- Chrysinthemum. "The November-December number of the China Review contains less variety than usual, but the few articles are very interes-The opening paper by Mr Herbert A. Giles on "The New Testament in Chinese" treats of a question that must necessarily be of great importance in the eyes of all missionaries. Mr E. 11.

Parker's "Short Journeys in Szechuen" are continued, and a goodly instalment of | 2 cents. these travels in the interior of China is given. Mr F. H. Balfour contributes a paper of some length entitled "The Emperor Cheng, founder of the Chinese Empire," which will be read with genuine interest by students of Chinese history. A few short notices of New Books and : number of Notes and Queries, one of which "On Chinese Oaths in Western Borneo and Java" might appropriately have been placed under a separate heading, complete the number."—H.K. Daily Press.

Trubner's Oriental Record contains the

following notice of the China Review:-The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the Calcutta Review. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked or from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, amorg whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the Meview by papers highly creditable to their respective authors . . .

Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Sa Tung-p'o, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that "Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the China Review may receive the support necessary to insure its continuance.

NOW READY.

THE COMMERCIAL LAW AFFECT-ING CHINESE; with special reference to PARTNERSHIP REGISTRATION AND BANKRUPICY LAWS IN HONGKONG.

Copies may be had at the China Mail Office, and at Mossrs. Lane, Chawford & Co.,-Price, 75 cents.

Hongkong Rates of Postage. In the following Statements and Tables the Rates are given in cents, and are, for

Letters per half some, for Books and

Patterns, per two owners. Newspapers over four ounces in weight are charged as double, troble, &c., as the case may be, but such papers or packets of Newspapers must not be folded together as one, nor must anything whatever be inserted except bond fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or | the amount of \$10.

as, though Written by Hand, do not bear | Europe, &c., which does not exist. the character of an actual or personal correapointence, such as invoices, deeds, copied be strictly observed, music, &c. The charge on them is the same Tas for books, but, whatever the weight of Descriptive notes of Travel by well-known a packet containing any partially written

> The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 Hs. Patterns for such offices are limited to 8 ounces, and must not exceed these dimensions: 8 niches by 4 inches by 2 follows:-

Cornetries of the Postal Union. The Union may be taken to comprise Europe, all foreign possessions in Asia, The Correspondents' column also affords Japan, W. Africa, Egypt, Mauritius, all Republic, Jamaica, Trinidad, Guiana, Original contributions in Chinese, Latin, | Honduras, Bernuda, Labuan, Hawaii, with | or any of the Modern Languages are re- all Danish, French, Netherlands, Portu-

Countries Nor in the Union .- The chief \$10, in certain cases, provided :countries not in the Union are the Australasian Group, and S. Africa.

Postage to Union Countries. General Rates, by any route :--10 cents per $\frac{1}{2}$ oz. 3 cents cach. 10 cents. Registration, -2 cents each. Books, Patterns and \2 cents per 2 oz.

Comm. Papers. There is no charge on redirected corre

Postage to Non-Union Countries. Australia, New Zealand, Tasmania, and Fiji, via Torres Straits, Letters, 10; Registration, 10; Newspapers, 2; Books and Patterns, 2: Via Coglon, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 2

"Natal, the Cape, St. Helena, Ascen-"The China Review * * * * has an ex- | sion, Bolivia, Letters, 25; Registration, cellent table of contents." - Celestiat Empire. 10: Newspapers, 5: Books and Patterns, 5.

LOCAL POST	'A G	Е.	C
for Hongkong, for Hongkong, China, Magao, China, Gina, Gina, Fapan, Saun direct (d), Cathardand, Tanquia, and the Philippines,		· · · · · · · · · · · · · · · · · · ·	643
China, China, China, Cadha- Cadha- Cadha- Cadha-			Ha Til
- 1	e ida.	Lettors per 🛓 or	 _{T2} ,
-	ent.	Post 6 a r às each	Fo Ti Ti
t ⊙	reads	Pools, Pareds and Patterns, per 2 nz.	Fo Ti Ti
t o	cents.	Newspapers and Priess Current, carh.	FA T
5	00154	Regis- textion.	F

(d) Via Singapore, 10 cents. (e) Between Hongkong, Conton, and Mucao

Local Delicery.

1. All correspondence posted before ? p.m. on any week day for addresses in Victoria will be delivered the same day. and generally within two hours, unless the delivery should be retarded by the Contract

Invitations, &c. can generally be delivered within Victoria at the private houses of the addressees rather than at places of business, if a wish to that effect be expressed by the sender, otherwise a correspondence is invariably delivered at the nearest place of business.

3. Boxholders who desire to send Circulars, Dividend Warrants, Invitations, Cards, &c., all of the same weight, to addresses in Hongkong, Bangkok, or the Ports of China, may deliver them to the Post Office unstamped, the postage being then charged to the sender's account. Each pay. Nothing in this scale prevents private

batch must consist of at least ten. 4. Boxholders may also send Patterns to the same places in the same way. Envelopes containing Patterns may be wholly closed, if the nature of the contents be first exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in such l'attern l'ackets.

PARCELS.—The public is reminded that | piculs, per Day, ... there is no such thing as Parcel Post 1st Class Cargo Boat of S or 900 to Europe, &c. Much trouble and disappointed, per Load, ... pointment are caused by persistent attempts | 2nd Class Cargo Boat of 600 to send small valuable tritles through the piculs, per Day, Post. Fans, Curios, Articles of Dress, 2nd Class Cargo Boat of 600 Fancy Work, and similar presents are continually being refused, the senders having 3rd Class Cargo Boat or Ha-kay Boat of often spent more in Postage than would have paid the freight by steamer. No 3rd Class Cargo Boat or Ha-kau Boat of refund can be made on such parcels of the value of Stamps obliterated before the 3rd Class Cargo Boat of Ha-kau Boat of nature of the contents was discovered.

Local and Indian Parcel Post 1. Small Parcels may be sent by Post at Book Rates between Hongkong and any of the British Post Offices in China, as well as to Japan, Macao, Pakhoi, the Straits Settlements, Coylon and India. They must not exceed the following dimensions, 2 feet agreements. long, I foot broad, I foot deep, weigh more than 5lbs., nor be smaller than 8 in, by 2 in. Such parcels may be wholly closed PARCEL, CONTAINING NO LETTER, but any parcel may be opened by direction of the Postmaster General. In the Case of Parcels for India a declaration of contents and value is required, a printed form for which is supplied gratis. The Registration of Parcels for India and Coylon is compulsory.

2. The following cannot be transmitted: Parcels insufficiently packed or protected, or liable to be crushed (as bandboxes, &c.) Opium, Glass, Liquids, Explosive substances, Matches, Indigo, Dyestuffs, Ice, Meat, Fish, Game, Fruit, Vegetables, or whatever is dangerous to the Mails, or likely to become offensive or injurious in

3. Parcels are as a general rule forwarded papers may be sent at Book Rate. Two by Private Ship, not by Contract Mail Packet. To India they are forwarded by the P. & O. and Indian Mail Packets only, to Ceylon by P. & O. only. No responsibility is accepted with regard to any parcel, unless Registered, and then only to

4. The public are cautioned not to con-Commercial Papers signify such papers found these facilities with a Parcel Post to and is necessary that the following rules

2. This Regulation prohibits the sending of Patterns of dutiable articles, unless the quantity sent be so small as to make the Bample of no value.

Books and Papers -- to British Offices, 5 lbs.; to the Continent, &c., 4 lbs. Patterns—to British Offices, 5 lbs. if without intrinsic value; to the Continent, &c., 8 oz.

Indemnity for the Loss of a Registered Article. The Post Office is not legally responsible for the safe delivery of Registered correspon-| dence, but it is prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of

conditions of Registration required. 2. That the letter was securely enclosed in a reasonably strong envelope: 3. That application was made to the cation unless if also is lost.

person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handsomely bound books, &c., which reach their destination, although in a broken or deteriorated condition.

hair, Jinricksha, and Boat

Hire. ALISED TAMPF OF PARES FOR CHAIRS, CHAIR BEARERS, AND BOATS, IN THE COLONY OF HONORONG. Julys and Ordinary Pullawon Boats. alf hour, 10 cts. | Hour, ..., 20 cts. ree hours, ... 50 ets. | Six hours, ... 70 ets. Day (from 6 to 6), One Dollar. TO VICTORIA PEAK.

Return (direct or by Pok-fu Lam). nur Coolies, \$1.50 VICTORIA GAP (TO LEVEL OF UMBRELLA

SEAT,) Single Trip. vo Coolies, Return (direct or by Pok-fu Lam). our Coolies, \$1.00 ree Coolies, wo Coolies, 0.70

The Return Fare embraces a trip of not more than three hours. For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip \ Peak,\$0.75 each Coolie. (12 hours) f Gap,.....\$0.60 each Coolie.

Jinricksha. Quarter of an hour or less, Half an hour, 10 ,, One hour,... Three hours, 25 ,, Six hours,... One day (12 hours), 50 ,, Per trip to Shaukiwan or Pokfulam, from the centre of the Town, ... Per trip to Aberdeen, from the centre of the Town, 25 ,, Return, 40 ,,

Licensed Bearers (each). Day, 50 cents. BOAT AND COOLIE BIRE. 1st Class Cargo Boat of 8 or 900

If an Extra Coolie is employed, there will

be an addition of half the above scale to

picula, per Load, 300 piculs, per Day, ... 1.50 300 piculs, per Load, ... 1.00 300 piculs, Half Day, ... Sampans.or Pullaway Boats, per Day, ... \$1.00 One Hour. Half-an-Hour, ... After 6 P.M......10 cents extra.

Nothing in this Scale prevents private STREET COOLIES. Scale of Hire for Street Coolies. Half Day,.....20 One Hour, 5 ,, Half Hour, 3 Nothing in the above Scale to affect private agreements.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departureorts reped to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h, near the Kowloong shore k, and those in the body of the Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

5. From P. and O. Co.'s Office to Peddar's Wharf. 1. From Green Island to the Gas Works. 2. From Gas Works to the P. and O. Co.'s Factory. 6. From Peddar's Wharf to the Naval Yard. 3. From P. and O. Co.'s Factory to the Harbour Master's Office. 7. From Naval Yard to the Pior. 4. From Harbour Master's to the P. and O. Co.'s Office. 8. From Pier to East Point.

Flag and Date of Consignees or Agents. Destination. Remarks. Vessel's Name. Steamers Bothwell Castle 8 e Tod Brit. str. 1653 Feb. 14 Adamson, Bell & Co. 22nd inst. Bangkok Amoy and Manila To-morrow K'loon Dock Amoy and Manila money, jewels, precious articles, or any- Esmeralda Hutchison Brit. str. 395 Mar. 13 Russell & Co. K'loon Dock Tug Plying 117 | H.K. & W'poa Dock Co. Amoy, &c. To-day To-morrow Shanghai Gouverneur a Jacob ... 5 h Besseling Dutch str. 1455 Mar. 15 Jardine, Matheson & Co. Hainan Woone Brit. str. 281 Nov. 28 H., C. & M. S.-boat Co. Ab'deen Dock *************** Ielani Wallaco Brit. str. 981 Mar. 13 Captain Cos tan Dock N'aaki & Yokohama To-day 3. The limits of weight allowed are as Kwangtung bh Young Brit. str. 674 Mar. 18 Douglas Steamship Co. 23rd inst. Const Ports 22nd inst. K'loon Dock MosserLongleyBrit. str. 1323 Feb. 26 Chong Wo K'loon Dock Nam-vian Leredo Fch. str. 435 Jan. 9A. R. Marty K'loon Dock Phra Chom Klao 2 c Stratton Brit. str. 1011 Mar. 17 Yuen Fat Hong Swatow & Bangkok 23rd inst. Remus 5 c Aguirro Span. str. 695 Dec. 28 Dunn, Melbye & Co. 22nd inst. Sarpedon 5 c Ward Brit. str. 1590 Mar. 19 Butterfield & Swire Shanchai To-morrow |China Traders' Lnaurance Co.| 5 c Smith Brit. str. 1109 Mar. 10 Butterfield & Swire Triumph 2 h Schuldt Ger. str. 674 Mar. 14 Wieler & Co. Sailing Vessels 1. That the sender duly observed all the San Francisco Andromeda 2 c Schaeffer Ger. Bh. 1871 [Feb. 11] Melchers & Co. New York 609 Mar. 12 Eduard Schellhass & Co. Channel Queen 4 k Lacheur Brit. bqe. Portland (Oregon) 832 Dec. Victoria, B.C., Postmaster General of Hongkong immedi- F. P. Litchfield 4 e Spalding Amer. bqe. 1041 Mar. Portland (Oregon) being invariably forwarded with such appli- Hattie E. Tapley 3 c Finlayson Brit. bqc. Haydn Brown 3 c Havener Amer. bqc. K'loon Dock New York fied that the loss occurred whilst the corres- | Margarethe 8 c Poppe Ger. sh. 1228 | Feb. pondence was in the custody of the British | Mount Lebanon | c Nelson Bri. bktine. | 530 | Oct. Honolulu |Callao

sender, by destruction by fire, or shipwreck, Penebscot 3 "Eaton Amer. bqc. 1067 Jan. New York New York 1 Arnhold, Karberg & Co. Siamese Crown 2 h Jergensen Sian. 1223 Mar. 14 Melchers & Co. 8 cSpieskoGer. 631 | Mar. San Francisco Twilight 3 c Warland Amer. sh. 1263 June 8 Order

Mer Britannic Majesty's Ships in the China Squadron.

Name.	Rig.	Tous Displt.	Guns.	I:H.P.	Captain.	Where at.
• 11	composite screw alcop	940	4	840	Commander Chas. Hicks	Hankow
Albatross	double-screw iron frigate	6010	14	4330	Captain R. E. Tracey	Hongkong
Andacious	corvette	2380	14	2340	Captain A. T. Powlett	Shanghai
Champion	corvette	2300	14	2610	Captain H. N. Hippisley	Amoy
leopatra		465	4	470	LieutCom: Robt. L. Groome	Chefoo
Coekehafer	gunboat. corvetto	2383	14	2540	Captain Anstruther	Shanghai
Juração	composite sloop	940	. 4	920	Commander Lawrence Ching	Hongkong
Daring		360	l ŝ	340	LieutCom. Henry E. Roper	Hongkong
Esk (Tender to Flying	_	430	4	455	Commander E. H. Gamble	Chinking
Espoir [Fish)	gunoonu Goola	940	4	840	Captain J. P. Maelear	Amoy
Flying Fish	double-screw gun-vessel	640	4	490	Commander John Hope	Hongkong
Fly	gunboat	450	4	470	LieutCommander McQuhae	Foochow
Foxhound	η —	710	4	830	Commander E. Hotham	Hongkong
Kestrel	double-screw gun-vessel	767	5	1050	Commander Geo. W. Hill	Canton
Linnet	double-screw gun-vessel	803	3	600	Commander Vereker	Malacca Straits
Magpie	surveying vessel	430			Commander R. B. C. Brenton	Hoihow
Merlin	gunhoat	465	4	470	Commander E. Tisdale	Chefoo
Midge	double-screw gun-vessel	1130	6	970	Commander Bickford	Singapore
Pegasus	composite screw sloop	1370	12	2360	Captain Fullerton	Kobe
Sapphire	corvette	794	อ็	1010	Commander Wm. Collins	Hongkong
Swift	double-screw gun-vessel	360	3	340	In reserve	Hongkong
Tweed	double-screw gunboat	3087	20		Commodore Cuming	Hongkong
Victor Emanuel	receiving ship	835	2	1230	LioutCom. Maxwell	Hongkong
Yigilant	paddle desputch-vessel	1800	4	1450	In reserve	Hongkong
Wivern	turret-ship	430	4	530	LieutCom. Chas. K. Hops	Singapore
Zephyr 📝 💮	gunboat	450	*	050	Andrew-Court Circuit and Except	

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tous.	Guns.	H.P.	Captain.	Where at.
4 hands	Russian aviso	1681	8	300	Captain Schanz	Hiogo
Abreek	Portuguese transport	902	. —		Captain A. D. Pedrozo	Масло
Africa	American gunboat	$5\overline{41}$	5	550	Commander Barclay	Shanghai
Alert Cristoforo Colombo		5000		_	Captain Accinni	Hongkong
•	French croiser	2236	15		Captain Cölombeaud	Hongkong
D'Estaing	French cruiser	3700	10		Captain Muret de Pagnac	Amoy
Duguay Trouin	American corvette	1375	6	900	Commander A. S. Barker	Shanghai
Enterprise	Russian transport	1000	4	80	Captain Koltchau	Japan
Ermak	American sloop	1375	6	1200	Captain McCormack	Marshall Group
Essex Gornostai	Russian gunboat	450	7	80	Commander Stark	Vladivostock
	French cruiser		·	_	Commander Roustan	Tonquin
Hamelin	German gunboat .	420	4	340	LieutCommander Rötger	Shanghai
Iltis Tamiata	American gun-vessel	828			Commander P. F. Harrington	Corea
Juniata	French sloop	1182	·	375	Commander de Beaumont	Tonquin
Kersaint La Galissonière	French frigate	6700.	-		Captain Fleuriain	Hongkong
i	Spanish transport	1200	2	·i —	D. Ramon Valentin Buenaplata	Hongkong
Legaspi	French gunboat	437	4	100	Captain Debar	Hongkong
i Lutin > Marques del Duero		458	:	250	Captain Jose Calderon	Hongkong -
	American corvette	1375	· 6	700	Commander F. J. Higginson	Canton
Monocacy	Russian gunboat	400	7	80	Commander Moltsoif	Vladivostock · · ·
Morge	Russian corvette	1330	<u> </u>		Captain Kalageras	Amoy 🐣
Nayezdnik	Russian gunboat	400	7	80	Commander Valrondt	Vladivostock
Nerpa Opritchnik	Russian corvette	1400	8		Captain B. Ivashintsoff	Ningpo
1 40.74	American gunboat	306	6	200	Lieut,-Commander Glidden	Chefoo
l'alos Richmond	American frigate	2300	14	800	Captain Skerrett	Shanghai
Skobeleff	Russian corvette	2100	14		Captain Blanodareff	en route Hongkong
Sobol	Russian gunboat	400	7	. 80	Commander Boyle	Japan
Stosch	German corvetto	2030	18	2500	Captain von Nostitz	Hongkong
Tamega	Portuguese gunboat	410		<u> </u>	Captain F. da Costa Cabral	Macao
Tongous	Russian gunboat	_	1 —		Commander Heck	Singapore
0 Triomphante	French ironclad	4176	14	2400	Captain Baux	Haiphong
Velasco	Spanish corvette	1156			Captain Emilio Butron	Hongkong
o Villars	French corvette	2400	15	675	Captain Dewatro	Amoy
Volta	French corvette	1300	_	_	Captain Fournier	Hongkong

CHINE	CHINESE GUN-VESSELS IN CANTON WATERS, &c.					HONGKONG, MACAO AND CANTON RIVER STEAMERS.				
Name.	Guns.	Tons Displt.	H. P. Indi- cated.	Commander.	Name.	Tons.	Captain.	Owners.		
An-lan Chee-hing	7 2	450 80	260 20	Lim Kwok-chung Chinese	China	648	Shoer	F. Blackhead & Co.		
Chen-jui Chen-to	$\frac{2}{7}$	80 450	17 260	Chinese J. Stewart	Hankow	1382	Ogston	Butterfield and Swire		
Chop-chung Chop-si	3	500 320 - 320	300 200 200	Chinese Chinese Chinese	Honam	1377		H., C. & M. Sbeat Co.		
Hai-chong-ching Hai-king-ching Hai-tung-hung	3 3	450 350	310 200	Chinese Chinese	Kiu Kiang	617	Benning, T.			
Lien-chi Peng-chao-hai	3 4	220 800	180 500	Chinese Chinese	Klang-ping	360	Holmes	C. M. S. N. Co.		
Quang-on San-hing	3	150 150	100 100	Chinese Chinese	Kiungchow	159	Goggin	H., C. & M. Sboat Co.		
Sui-taing Tching-on	3	350 150	180 100	Calder Chinese	Powan	1890	Lefavour	H., C. & M. Sboat Co. H., C. & M. Sboat Co.		
Tching-po Tchun-tung	3	150 170	100 170	Chinese Chinese	White Cloud	280	Denning, A.	H. J. Co III. Di-Post Co.		

Russian gunboat

Gernan gunboat

Commander Molchonsky

Lieut.-Commander von Raven

Vladivostock

SHIPPING IN CHINA, JAPAN PHILIPPINES, AND SIAM

WATERS. WHAMPOA. Flag & Rig. Destination Vestel's Name. Ger. Sm. sc. Tientein Hecht Annam.str.

CANTON. atr. Shanghai Posang str. Shanghai Brit. Yangtazo MACAO. Kiang-ping str. Canton

In port on March 13, 1884. Br. 3m. sch. Taiwanfoo Ger. bqe. For Sale Faugh Balaugh Ger. 3m. so. Taiwanico Brit. sch. Taiwanfoo Magenta

Ger. bqa.

FOOCHOW. In port on March 13, 1884. MERCHANT STEAMBES. Shanghai Chinose Haeshin British Kwangtung MERCHANT BAILING VESSELS.

Hongkong Ger. sch. Takao Friedrich SHANGHAI. In port on March 14, 1884. MERCHANT STEAMERS.

Achilles London, &c. British British Glenooe Chinese Renairing Hae-ting British Laid up Ichang H'kong, &c. French Iracuaddy Chinese Hankow, &c. Kiang-kwan Chinese Kiang-piau Chinese Kiang-tung Chinese Hankow Kiang-yung Chinese Corea, &c. Lee Yuen British Moray British London, &c. Patroclus British Hongkong Posnng British Swatow Seewo British

Shanghai British Taisang British Tientsin British Waverloy British Tientsin Wenchow British Hongkong Yangtsze Yoritomo Maru Japanese Kuchinotzu Wenchow Chinese MERCHANT SAILING VESSELS. Brit. bge. Batavia sh. Philippines

Benj. Sewall Amer. Chateaubriand Brit. bge. Laid up Laid up Fiodden Brit. Hilda Brit. Kolga Loong Wha Br. 3m. sch. Tientsin Brit. bge. Omega Queen of England Siam, bqe, Brit, boe. Nagasaki NAGASAKI In port on March 8, 1884.

Brit. bgc. Tientsin Dorothy. Brit. bg. Chefoo Emily Brit. bge. Gitanilla Brit. bqe. Chefoo Sin Kolga In port on March 10, 1884. Brit. bgs. New York Cross Hill Brit. bqe. New York Pactolus | Amer. bg. Shanghai Brit. Polham Ger. 3m. sc. Peter

Queen Emma Brit. bge. Queenstown Amer, sh. Wm. W. Orapo Amer. bqc. YOKOHAMA In port on March 7, 1884. Alp. Marshall Brit. bqe. bqe. New York Brit. Black Diamond Ger. Carondelet Amer. sch. E. v. Beauliou Ger. bge. Brit. sch. Helona Amer. sch. Liza

Ger. Mary C. Bohm Ger. Russ. sch. Nemo Brit. Olsego Russ, sch. Russ. sch. Brit. bqc. Russ. sch. MANILA:

In port on March 15, 1884. Ger. bae. Amer. sh. Alice Reed Amer. bqc. Brit, bqc. Astoria Amer. bgo. New York B. Webster Crown Prince Brit. David J. Fenney Amer. sh. New York Enigma Glamorganshire Brit. bqe. Great Admiral Amer. sa. 5qc. Liverpool Ger. Brit. Haddon Hall Hudson Bay Mary E. Russell Amer. bqe. Montreal Amer, bae. New York Ger. boe. Boston Brit. bge. United States Still Water Ger. Tartar

Brit. Titania Brit. Valleta Walls Castle Brit. bge. Brit. bqe. ILOILO. Amer. sh. United States Dakota -Brit. bqe. New York Ger. bge. Ger. sh. San Francisco Span. sch. Saigon Ger. bqe. Halifax

Amer. sh. New York J. Gildemaster Ger. sh. United States BANGKOK. In port on March 8, 1884.

Siam boe. . Argos Ital. Cattarelin Cham. Kamrye Siam. bqc. Brit. Charley Charon Wattana Siam. Siam, bg. Laid up Aust. boe. Diamond City Siam. bqe. Ercel Tibberie Swed. bge. Siam, bqe. Siam. bqc. Heng Seng Kim Chye Seng Siam. sch. Kim Soon Hoat Siam. lug. Siam. bge. Sizm. Mercury

San Francisco

Starlight

Young Siam Siam. sh. Printed and published by GEO. MURRAY BAIN, at the China Mail Office, No. 2, Wyndham Street, Hangkong.

Siam. bue.

Ger.

Siam, bge. Europe